NEWSRAIL

OCTOBER 1995

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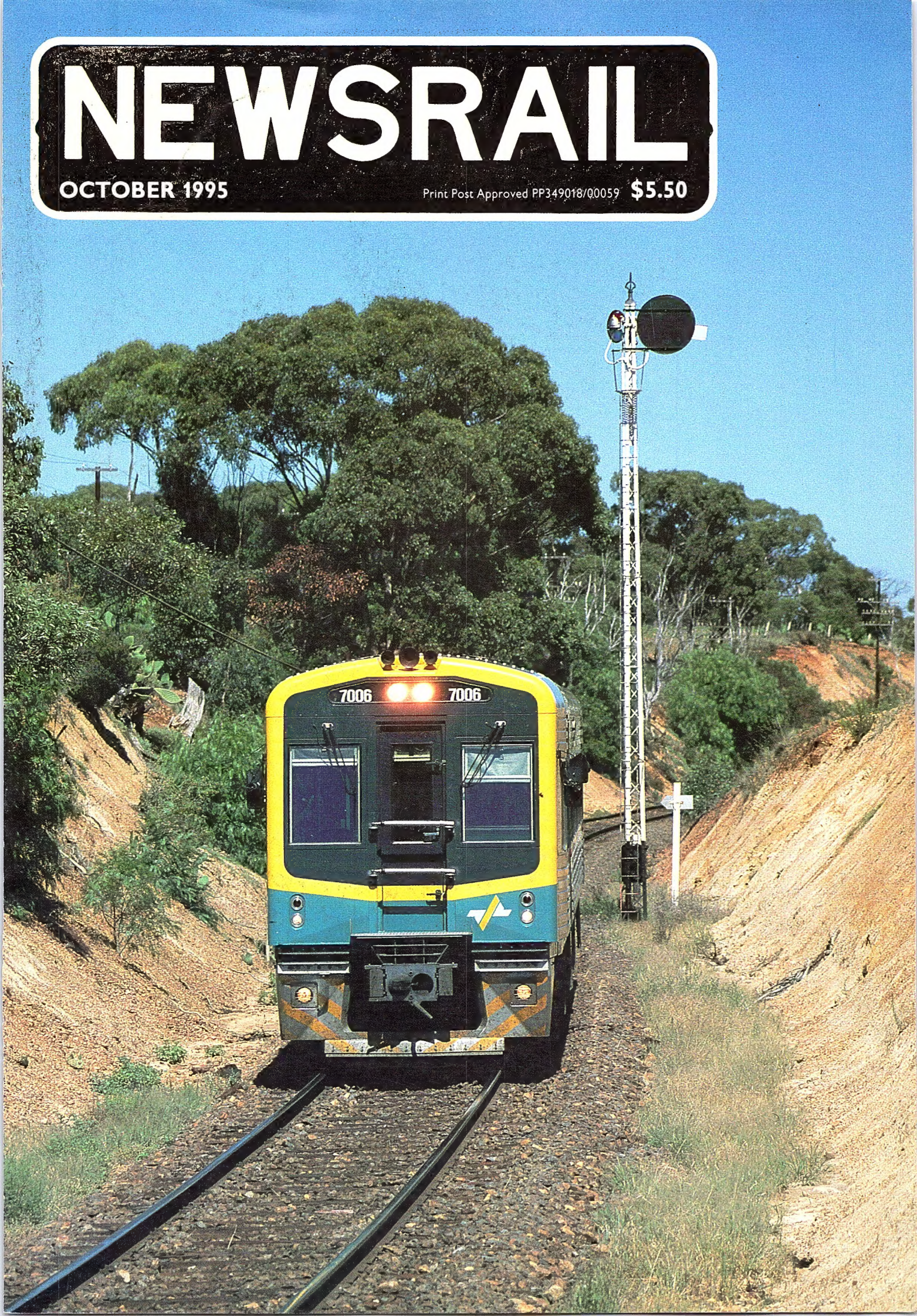

GEELONG STEAM PRESERVATION SOCIETY
25th
Anniversary
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FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL

ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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FRONT COVER: Sprinter 7006 passes the outer home signal at Bacchus Marsh on Sat.11.3.95 whilst working 8130 up Ballarat passenger *Stuart Turnbull*

OPPOSITE: Geelong Steam Preservation Society celebrated its 25th anniversary on Sat.16.9.95. A number of special trains were run and members and guests enjoyed a spit roast at Drysdale station. The Transport Minister, Mr Alan Brown announced a $5,000 grant to the Bellarine Peninsula Railway under the LEAP scheme. Ex-TGR M6 and ex-WAGR V1209 (out of sight) head the 11 30 Queenscliff to Drysdale 'Anniversary Special' past Suma Park *Steve Munro*

BACK COVER:

ABOVE: Two more locomotives built by ABB Transportation for the Indian Railways have been flown out from Melbourne. The locomotives, WAP_5 30010 and WAG_9 31000 are seen prior to being loaded onto the aircraft at Melbourne Airport on Mon.28.8.95

BELOW: Indian Railways WAG_9 31000 rests on a low loader prior to being loaded onto the Antonov plane in the background. Mon.28.8.95 *Both photos Steve Munro*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

OCTOBER

ANNIVERSARIES

4th, 1915: First Victorian automatic signalling - Richmond to Hawksburn and Prahran with electromagnetic locking at South Yarra (80)
6th, 1985: Final pair of P class locos (22 and 23) delivered to South Dynon (10)
10th, 1890: Opening of Scarsdale to Linton line (105)
12th, 1925: Electrification of Ringwood to Upper Ferntree Gully line (70)
13th, 1985: Loco N451 underwent trials at South Dynon (10)
15th, 1965: Last steam loco withdrawn from north-eastern district (30)
15th, 1970: First Walker type Rail Cars scrapped (24RM and 35RM) (25)
15th, 1985: Virtually all V/Line passenger carriages had been air-conditioned (10)
17th, 1890: Opening of Myrtleford to Bright line (105)
18th, 1975: Narrow Gauge line between Emerald and Lakeside reopened (20)
21st, 1860: Opening of North Melbourne to Essendon line (135)
26th, 1965: Last steam loco withdrawn from Gippsland district (30)
30th, 1925: Opening of Werrimull to Meringur line (70)
1865: First mail-sorting van in service (130)

NOVEMBER

ANNIVERSARIES

1st, 1860: Opening of Melbourne and Essendon Co line (135)
1st, 1915: Opening of Cavendish to Hamilton line (80)
2nd, 1970: Commissioning of the *Club Car* on the *Overland* (25)
3rd, 1970: Last J class loco (J512) withdrawn from service (25)
8th, 1975: Last passenger train between Melbourne and Tocumwal (hauled by T324) (20)
10th, 1890: Opening of Cathkin to Merton line (105)
10th, 1890: Opening of Molesworth to Merton line (105)
10th, 1915: Opening of Elmore to Cohuna line (80)
10th, 1975: Last Echuca to Balranald Rail Car service (20)
11th, 1890: Opening of Tooradin to Loch line (105)
11th, 1985: First two man freight train operation (10)
16th, 1970: Hoppers Crossing station opened (25)
18th, 1890: Opening of Avoca to Ararat line (105)
18th, 1980: R761 towed from Bayswater to new Steamrail Depot at Newport Workshops (15)
19th, 1920: Opening of Balmoral to Cavendish line (75)
22nd, 1930: Closure of Triholm to Strezlecki line (65)
30th, 1925: Electrification of Croydon to Lilydale line (70)

ARHS MEMBERS' LIBRARY

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Visitors welcome. (03) 9510 6146

ARHS ARCHIVES

Down platform, Windsor Station
Open every Tuesday evening, 8-10 pm, February-December. Visitors welcome.

NEW TARGETS SET

New performance targets have been set for MET trains, Met Tram and V/Line Passenger Business Units for 1995/96.

With the expansion of automatic vehicle monitoring, on-time monitoring of trams will start.

There'll also be targets set for the cleanliness of trams and trains and of drivers on both modes making on-board announcements.

V/Line Passenger performance and service delivery targets have been altered.

The target for InterCity services is now 95 per cent of services arriving within 10 minutes and 92 per cent of InterUrban trains arriving within five minutes of schedule. Service delivery target for 1995/96 is 99.5 per cent of rail and coach services.

THE CLASSIC RESTAURANT TRAIN

On Sun 9.7, some grandeur returned to the Victorian rail scene with the operation of the 'Classic Restaurant Train' from Spencer Street to Ballarat and return.

The train organised and operated by the Ballarat Village Conference Centre, catered for 100 guests in style, with a consist of *Norman,* BZ264, *Murray,* ACZ259, *Avoca,* with N473 as motive power.

On the down journey a full luncheon was served, and the return trip saw a full four course dinner served aboard. During the layover at Ballarat the guests were taken on a coach tour of Ballarat and visited Sovereign Hill. At Ballarat station a percussion band and choir greeted guests.

The use of V/Line classic carriages was extremely successful, with the organisers going to great expense to have tables built to utilise the *Murray* and *Norman* carriages as full dining cars.

This train would be the first in many years to have three full service dining cars on one train, and was the first time that *Murray* has been utilised as a diner for quite some time.

For this trip the *Norman* car was temporarily modified to operated from head end power.

NEW ADDRESS FOR PHOTOGRAPHIC EDITOR
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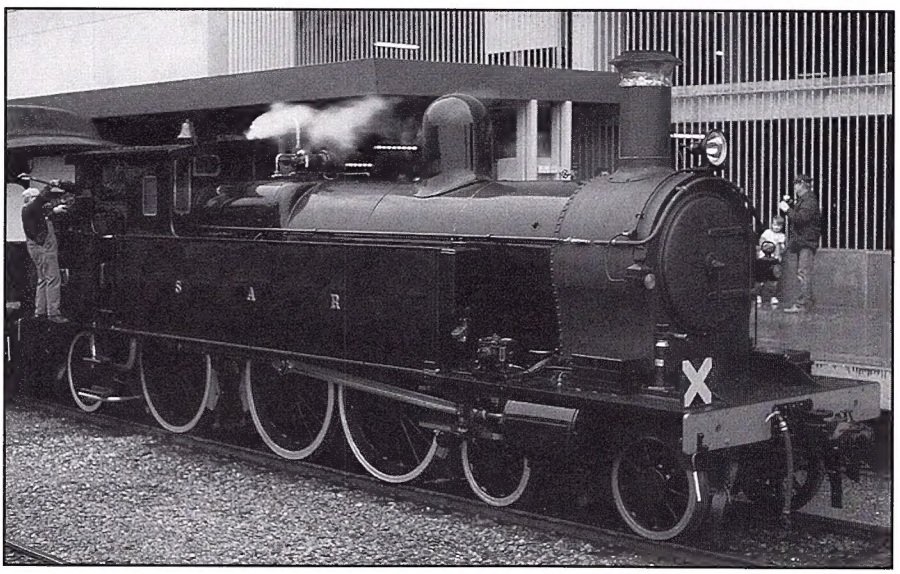
Ex SAR suburban tank locomotive F251 has been recently restored to working order by SteamRanger some 35 years after its withdrawal from service. The loco is seen at Adelaide station on Sun.30.7.95 awaiting departure for Blackwood. The 4-6-2T will be operating suburban trips around Adelaide on Sundays until November 1995 *Hugo Van Den Berghe*



A driver's view from the cab of the Sydney bound XPT showing 8175 on a southbound goods waiting for line clear after the XPT had run 'wrong line' through Yass Junction station. There is only one platform face available at Yass Junction for passenger working. Sun.19.2.95

IN THE NICK OF TIME

Trevor and I had often discussed line closures. The conversation went something like 'we must do that trip before such and such line closes'. This time we actually did it

Roger Vistarini with Nanette Vistarini and Trevor Kingston

Photographs by the authors

In conjunction with the standard gauging of the Melbourne to Adelaide line, the *Overland* was to stop running by the end of February, rumoured never to return.

Rumour also had it that the *Indian Pacific* would then run via Melbourne, so the run across central New South Wales would not be available.

Who cares if these were rumours, it was a good excuse and besides we'd never been on the XPT either. My wife Nanette even thought it sounded like a good idea, so I made bookings for the three of us.

We planned to leave Melbourne on Sunday 19 February 1995 at 08 30 in economy seats on the XPT, stay overnight with friends in Sydney, then onto the *Indian Pacific* on Monday 20th at 14 42 for the trip to Adelaide in style, first class sleepers. After a three hour stop over our final leg would depart Adelaide for Melbourne at 19 30 on the 21st, in economy seats (the 'sit ups' as the crew affectionately refer to them).

XPT – MELBOURNE TO SYDNEY

The consist of the XPT was, from the Sydney end, XP2005-XFH2105-XF2212-XB2207-XF2217-XBR2153-XL2228-XAM2175-XP2003 (*City of Orange*). Spot on 08 30 the horn sounded and we moved easily from Spencer Street platform one. The introductory comments on the public address were clear, if a little quiet, and were helpful in explaining the expected timing and features of the train. As we departed, the *Overland* cars were in platform 2, and A62 and N467 were being readied for their trains.

The timings along with sightings of note are included in Table 1. Suffice to say the economy seats on the XPT were fairly comfortable, the food was good (especially the freshly baked scones for morning tea), the general condition of the train very good and we arrived in Sydney after almost 11 enjoyable hours, exactly on time at 19 13. We travelled at speeds up to 160 km/h on several occasions, although 130 km/h is the maximum in Victoria and the winding track through the hills in NSW does not allow the XPT to perform to its full potential.

Interestingly, the old single line road bed in NSW is clearly visible in several places. This line was replaced to allow heavier trains to be hauled with the more gently graded winding track when double line was installed in the steam days. The original single line is much straighter and now that power is not such an issue the old track alignment would suit the XPT much more than the present.

INDIAN PACIFIC – SYDNEY TO ADELAIDE

Monday afternoon 20.2: We caught the River Cat to Circular Quay and a spark to Central station where the *Indian Pacific* was waiting in Platform 1. The rest of the trip had been

TABLE 1: MELBOURNE TO SYDNEY 19.2.95

Station	Schedule time	Actual time arrive - depart	Comments
Melbourne depart	08 30 (19.2)	08 30	• Through Craigieburn at 09 00 as N472 passed on the up.
Benalla	10 23	10 26 - 10 28	• Benalla and Wangaratta both required two stops.
Wangaratta	10 48	10 48 - 10 50	• Wodonga – among others, Y121, N460, X46, G541 and T399.
Albury	11 36 - 11 38	11 30 - 11 36	• Albury – 48107 and 8120 along with 8149, 8129, 8148 and 8606 on 30+ hoppers.
Culcairn	12 01	11 59 - 12 00	
Henty	12 12	12 09 - 12 10	• Culcairn saw 8174 with 25+ container flats heading for the border.
The Rock	12 26	12 22 no stop	
Wagga Wagga	12 43	12 28 - 12 45	• Cootamundra saw 42216.
Junee	13 09	??.?? - 13 10	• At 15 19 crossed 8175 with 20+ container loads.
Cootamundra	13 51	13 50 - 13 53	• Goulburn saw a 422, 48, 80 and two 81s in the yard.
Harden	14 26	14 25 - 14 26	• At 17 10 an Xplorer passed in the opposite direction.
Yass Junction	15 14	15 12 - 15 14	• Moss Vale saw 4883 and an Xplorer.
Goulburn	16 24	16 18 - 16 26	• At 18 05 saw 8107 on down ballast.
Moss Vale	17 11	17 14 - 17 16	• Ran wrong line from near Picton (85 km post) to Douglas Park (73 km post) due to track work.
Campbelltown	18 18	18 27 - 18 29	
Strathfield	18 58	not passed	• Under wires from Campbelltown with several sparks waiting for Monday.
Sydney arrive	19 13 (19.2)	19 13	

arranged around this leg. The *Indian Pacific* only runs twice per week leaving Sydney on Mondays and Thursdays, and Perth on Mondays and Fridays taking about 67 hours for the trip. Our train had arrived at 09 15 this same morning.

The consist was CLP11A, CLP13S (rebuilt CLs, back to back, in new *Indian Pacific*, Australian National green and yellow nose, and silver body paint scheme), AMPZ256L-AMPZ238M (motor rail with nine vehicles)-ER906U (staff accommodation)-ARL990B (twinette sleeper)-ARL289C (twinette)-AEC213C (Club car, renovated)-DF232D (Diner, renovated)-ARM951E (twinette with a special double size compartment, renovated) - ARJ944Y (single sleeper)-ARL249Q (twinette, renovated)-BRJ271J (holiday class twin sleeper)-BRJ999X (holiday twin)-AFC306F (holiday club)-CDF929F (holiday buffet)-AG373E (sit up)-AG375W (sit up)-M256E (baggage/guard). Still a long train with the locos and motor rail wagons off the platform. The first class single sleeper can accommodate 18, as do the first class twinettes, except for ARM951E which accommodates 16. The economy twins accommodate 32, fitting 2 bunks into the same compartment space as the single sleeper.

The same CLPs run the train right through. In this case the lead loco had left Sydney one week earlier, been to Perth and back and was now heading for Perth again. The locos are

XP2005 and train at Goulburn station on Sun.19.2.95

refuelled at Kanandah (Australian National depot just on the Adelaide side of Broken Hill) rather than Sydney. With 11,000 litre fuel tanks, capacity is not a problem. Each CLP pulls 600 amps on the 1 in 33 approaching Katoomba (red line at 1000 amps).

The *Indian Pacific* has a permissible top speed of 115 km/h unless it is running late, then 125 km/h is allowed. The driver's only complaint about these recently rebuilt locos was the rough transition. This can be felt throughout the train when the locos are working hard upgrade. A typically Australian problem is that the trailing loco fills with dust if a door or window is left even slightly ajar. Signs warn crews to close everything before leaving the loco. Although technically the XPT is loco hauled (and well hauled at that) I could not help feeling that the CLP's were 'real' locomotives.

We departed Sydney at 14 43, the Lithgow driver taking us over the Blue Mountains to Lithgow where the crew changed and almost an hour was spent (normally 30 minutes) carrying out a train check as there are no train inspectors at Central.

Then we crawled into Lithgow station where we waited another 40 minutes to cross an up XPT. Single line working was in force from here as drainage work in the next tunnel saw the up track completely dug up. On our way to Lithgow we had passed several up 3200 tonne trains, 32 loaded coal hoppers weighing 100 tonnes each. These were either double-headed with 86 class electrics or had 4 x 86s and are limited to 40 km/h coming down the mountains.

This was living. Nanette and I had a twinette compartment in the recently renovated ARL249Q and Trevor in the next car ARJ944Y in a single sleeper. Thanks to some hasty work before departure and an obliging crew member, both compartments faced the direction of travel. The train changes direction in Adelaide, so if doing the full trip one cannot face forward for the total journey.

The club car had recently been refitted and very tastefully finished. A separate, sealed, smoking compartment is provided. There was usually a seat or two spare in the car for those travellers wanting a quiet drink, some companionship, or a game of cards. Continuous free tea and coffee is available. The dining car, also recently refurbished and named the *Queen Adelaide Restaurant,* provided stylish and comfortable accommodation with very tasty meals. There are several choices on the menu for each meal. We discovered in Adelaide that the meals are supplied by Qantas catering services, although from their standard we originally believed they were completely prepared on the train.

Some timings, along with sightings of note, are included in Table 2. There were some discrepancies between the timetable given out on the train and that provided by Countrylink. Both timetables show a departure time of 14 40, but the driver assured us that the correct departure time was 14 42. The other major discrepancy was the Adelaide arrival time. The on-train timetable showing 16 30 and Countrylink's 16 00. There were differences of up to 10 minutes for other stops. Perhaps Countrylink show an earliest probable time, while the on-train timetable shows the most probable time. Other than the 14 42 departure time, I have used the on-train timetable for the schedule time departure column. This isn't a train to catch if you're in a hurry, it's more for the journey. It will probably get you to Adelaide or Perth on time, but times along the way can be out by an hour or more. There appears to be plenty of make up time built into the timetable.

TABLE 2: SYDNEY TO ADELAIDE 20.2.95

Station	Schedule time - depart	Actual time arrive - depart	Comments
Sydney depart	14 42 (20.2)	14 43	• Noted lots of locos leaving Sydney around Homebush including 8216 (the first I'd seen), 48s, 42220, 42219.
Lithgow	18 10	17 25 - 19 12	
Wallerawang	18 31	19 35 no stop	• Passed 4889 and 4891 up light engine just before Granville.
Tarana	18 58	22 06 no stop	• Passed several up 3200 tonne coal trains as we climbed the Blue Mountains. The first had 8640 in candy colours plus three other 86s in freight rail blue up front. The second with 8637 plus one, both candy coloured, and 8630-8632 in blue headed the third.
Bathurst	19 38	20 49 - 20 50	
George's Plains	19 50	21 01 - 21 03	
Newbridge	20 22	21 28 - 21 30	
Orange (East Fork)	21 14	22 10 - 22 12	• Went through tunnels number 1 to 10. Tunnels are lined with four layers of bricks on end. Recently these have had sections ground off to allow a slightly larger loading gauge and major track work to improve drainage.
Manildra	22 20	23 03 - 23 05	
Parkes	23 55	00 10 - 00 28	
Bogan Gate	00 30	01 09 no stop	
Ivanhoe	04 45	05 05 - 05 13	• Just before Lithgow 8131 was noted on the up, waiting change to the down to follow us back to Lithgow, having just piloted 8151 and 8145 with a long string of containers up the steepest part of the climb.
Menindee	06 58	07 22 - 07 27	
Kinalung	07 41 ESST	??-?? - 08 13	
Broken Hill (NSW)	09 00 CSST	08 28 - 09 01	
Fuelled at Kanandah	—	09 08 - 09 30	• There were numerous 46 and 86 class electrics in shed along with several diesels including 8031 and 8010 at Lithgow.
Mingary (SA)	10 09	10 09 no stop	• There were also several locos in shed at Bathurst.
Olary	10 33	10 38 no stop	• Average speed to 1000 km post just before Menindee was 60 km/h.
Mannahill	10 53	10 59 no stop	
Yunta	11 18	11 29 no stop	• At Parkes we crossed two goods.
Peterborough	12 26	12 28 - 12 31	• At Broken Hill we crossed 8026-8050 with containers. Several locos were in the yards including Silverton numbers 29, 30 and 31.
Yongala	12 35	12 38 no stop	
Jamestown	12 51	12 55 no stop	
Caltowie	13 04	13 02 no stop	• We crossed DL50-DL-DL with containers just before Peterborough.
Gladstone	13 16	13 13 - 13 15	
Redhill	13 50	13 50 - 14 17	• Crossed DL-CLP with containers (including double stack) and triple deck car carriers at Red Hill, 171 km post.
Snowtown	14 37	14 37 no stop	
Nantawarra	14 53	14 51 no stop	• At Dry Creek N454 and C and S classes were noted with the yellow and green of Australian National.
Bowmans	15 05	15 02 no stop	
Long Plains	15 19	15 17 no stop	• At the Adelaide Freight Terminal C510 was attached to a train.
Two Wells	15 38	15 35 no stop	• A roll by examination of the brakes was carried out as we entered Adelaide terminal at 4 km/h.
Adelaide arrive	16 25 (21.2)	16 19	

CLP11-CLP13 await departure from Sydney Terminal station with the westbound *Indian Pacific*. Mon.20.2.95

After crossing the Darling River just before Menindee, we discussed the possibility of a few more on-train announcements (not too many) explaining features we were passing in time to take photographs. While perhaps not all that inspiring, the Darling has an important place in Australian history and is the life blood of the area to this day. Another thought from this conversation was to plan a couple more stops with tours available like Nanette and I had done at Kalgoorlie on a previous trip. Broken Hill had a half hour stop at the station and then another 20 minutes refuelling. Surely the difficulties of leaving the train without head end power could be overcome, to allow the train to stay at the station for an hour with tour operators ready. A couple more well planned stops could add to the tourist potential of the train. Also a map in the Club car wouldn't go astray. Perhaps this could display our current whereabouts using the latest satellite technology.

This train is a real experience to be recommended to anyone, especially if they like a little luxury. Liking trains is not a prerequisite for travel and booking ahead can get sleeping accommodation, with all meals, for a reasonable price.

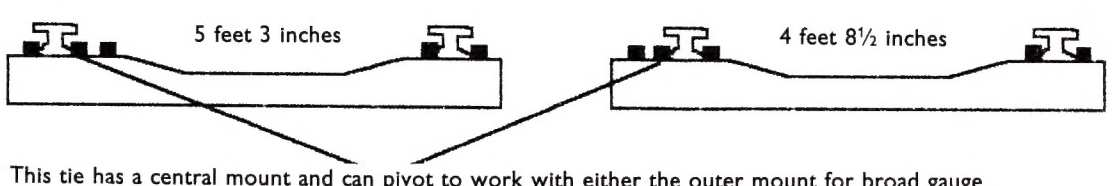
THE OVERLAND: ADELAIDE TO MELBOURNE

We spent our three hours in Adelaide by catching tram 366 to Glenelg and fortifying ourselves for the journey to Melbourne with a pizza. Then tram 363 back to Greenhill Road, and a walk back to the station in time to have a shower, before we noted the train details and boarded our carriage.

The consist of the *Overland* was as follows, the information in brackets is the large painted name/number located centrally above the windows on each car. N465-CO1-T baggage car (1.CO)-2.RBJ economy and servery (2.RBJ)-BJ9-L economy (9.BJ)-AJ1-H first class (1.AJ)-Club 2-B (CLUB No2)-JRB1-P sleeper (*ALLAMBI*)-JTB4-A sleeper (*DORAI*), plus 2 motorail wagons with 5 cars AMR$_P$262$_S$ and another with *THE OVERLAND* stencilled on the side, VMBP-1-M. A single loco with nine vehicles, not the train it has been in the past.

We departed Adelaide's Keswick terminal on time and started our climb. The goods yards near the terminal are undergoing track alterations, presumably in preparation for the standard gauge. From our seat we could see the up (to Adelaide) track has re-gaugeable sleepers ready for conversion. The sleepers have an extra Pandrol tie mount for one of the rails, with an adjustable centre mount. Apparently the gauge conversion still needs to be done by hand, but is relatively simple. Remove the Pandrol ties, lever the track over against the inside mount, adjust the centre mount to fit with the rail against the inner mount and replace the ties. I'm sure it's not that easy, but that is the general idea. Pointwork may need to be completely rebuilt.

Track work forced a speed of 30 km/h for much of the running to Tailem Bend. Our carriage was clean, the seats in good condition and the internal lining appeared to have been recently renewed. The AN crew were efficient and helpful, and the servery was open for the entire trip. Table 3 shows some timings for the trip, along with sightings of note.



This tie has a central mount and can pivot to work with either the outer mount for broad gauge or with the inner mount for the standard gauge.

TABLE 3: ADELAIDE TO MELBOURNE 21.2.95

Station	Schedule time	Actual time arrive - depart	Comments
Adelaide depart	19 30 CSST	19 30	• Noted two Melbourne bound trains with container loads leaving prior to our departure.
Murray Bridge	21 40	22 18 - 22 25	
Tailem Bend	22 10	22 45 - 22 48	• Passed through tunnel No.1 at 19 50, No.2 at 19 53, No.3 at 20 13, No.4 at 20 17, No.5 at 20 20 and No.6 at 20 37.
Coonalpyn	23 00	23 28 no stop	
Keith	23 50	00 05 no stop	• Passed Belair at 20 06 and went onto single track at 20 09.
Bordertown	00 25	asleep	• Overtook C-S with containers at Tailem Bend.
Wolseley	01 30 ESST	01 15 - 01 25	V/Line grain hoppers at Wolseley.
Kaniva	01 45	asleep again	• Just out of Wolseley waited from 01 35 to 02 10 to cross two container trains. The first headed by a 'brick' (i.e., a G, 700 or BL, couldn't tell in the dark) with a fairly short train. The second with a BL and two 'bricks' and about 25 wagons.
Nhill	02 10	02 25 no stop	
Dimboola	02 45	03 15 no stop	
Horsham	03 30	03 28 - 03 29	
Murtoa	03 54	03 59 - 04 10	• At Ararat overtook C510 with containers.
Stawell	04 30	04 33 no stop	• Ballarat saw Y125 shut down and two pairs of Sprinters in the sheds 7009+1 and 7003+1.
Ararat	05 00	04 48 - 05 00	
Ballarat	06 10	06 05 - 06 10	• G-G-C with about 35 wheat hoppers just past Ballarat and crossed G-? with containers at Bungaree.
Melbourne arrive	08 00	07 55	

CONCLUSION

We recommend the daylight XPT and the *Indian Pacific*, as excellent ways to view and appreciate the beauty and rarity of our Australian landscape. The Adelaide to Melbourne section would also be worth seeing if a day train was available.

Nanette, who is not a train enthusiast, thoroughly enjoyed the trip from the perspective of travel, seeing the country and relaxing (no TV or phones). We had previously travelled on the *Indian Pacific* from Perth to Adelaide and on the *Ghan* from Adelaide to Alice Springs. The *Indian Pacific* is still her favourite and I have permission to plan further trips.

We talked with the crews, when possible, about the future of each of the trains. The strongest rumours were: 1. no more *Overland,* 2. *Indian Pacific* to run from Brisbane and via Melbourne to Perth and 3. the *Ghan* to run from Melbourne. These all make good sense and I hope the two remaining trains get the support they deserve from the authorities and travellers alike.

Thanks to both XPT drivers, the Lithgow engine crew out of Sydney and the *Overland* engine crew out of Adelaide, for their help, information and interesting yarns. They, along with many courteous and helpful train crews throughout, (who also enjoyed a bit of fun) made this a journey to remember, even if it was just in the nick of time.

Time is running out for the broad gauge *Overland*. N465 awaits departure from Keswick Terminal, Adelaide with the eastbound *Overland* on the evening of Tues.21.2.95

SOME SPEED ESTIMATIONS

XPT	Time – hours/min/sec	km/h (av.)
Victoria		
95 km post	9/36/33	–
101 km post	9/41/25	74
127 km post	9/53/42 (Euroa at 10/05/00)	127
163 km post	10/10/42	127
172 km post	10/14/55	128
195 km post	10/25/50 (Benalla)	126
219 km post	10/40/35 (Glenrowan)	98
235 km post	10/51/00 (leaving Wangaratta)	92
NSW		
632 km post	11/44/20 (North of Albury)	–
620 km post	11/48/55	157
610 km post	11/52/50	153
555 km post	12/20/45 (North of Henty)	118
136 km post	5/22/20 (North of Moss Vale)	83
125 km post	5/29/20	94

Indian Pacific	Time – hours/min/sec	km/h (av.)
NSW		
Central	2/43/00	–
80 km post	3/52/00	70
111 km post	4/31/00	48
SA		
323 km post	10/09/10 (near Mingary)	–
313 km post	10/15/00	103
307 km post	10/18/20 (West of Olary)	108
303 km post	10/20/25	115
258 km post	10/48/15	97
241 km post	10/58/00	104
214 km post	11/16/25	88
210 km post	11/18/35	111
113 km post	12/24/20	88
110 km post	12/28/00 Peterborough	49
37 km post	1/21/40 (West of Gladstone)	82
33 km post	1/24/20	90
28 km post	1/27/30	95
25 km post	1/30/00	72
24/195 same	1/32/00 (joined North South line)	30
192 km post	1/37/35	32

Overland	Time – hours/min/sec	km/h (av.)
Victoria		
94 km post	6/27/25	–
88 km post	6/36/10	41
78 km post	6/44/35	72
66 km post	6/49/30	146?
	must have been dreaming!	

A GIFT HORSE

BRADSHAW'S GUIDE TO VICTORIA was a public timetable printed by a Melbourne firm and sold to the public. It covered all of the railways in the state, and it came out every month for about 85 years

Jack McLean

The Latrobe Library in Melbourne has almost a complete set, mostly bound in leather in volumes of six months. I find them of great value when I am writing about trains or trying to establish the date of some railway event.

They were not perfect, of course, partly because the people who printed them had to amend them every month from information given to them by the people who ran the trains. 'Lead time', if that expression was used in those days, may account for some of the information and some of the amendments being late occasionally. Even so, *Bradshaw's Guide* is still a very useful source of railway information.

The guide is one of those items which are categorised as 'ephemera', that is, the information was expected to be of only transient interest and as it was replaced every month by another issue, it was printed on the lowest quality paper. Recently I was asked by an avid collector of ephemera if I would provide a good home for a copy of *Bradshaw* from the 1920s and I accepted it with alacrity. It was missing the front cover and the first dozen pages, but I was sure I could put a date to it. So, without further delay, I looked through the pages for the presence or absence of items which would enable me to narrow the limits of its month of issue.

For instance, I noticed that the complete Strezlecki line was shown (Figure 1). This indicated that the timetable was for some time between 29 June 1922 and 22 November 1930. The spelling was 'Strez . . . ' and not 'Strz . . .', which brought it back to before 21 October 1929. That it was after 1922 was confirmed by a crossing shown (Figure 2) at Mooroolbark between the 8.18 am Down Healesville at 9.14 am and the 7.20 am Up Warburton on Mondays at 9.15 am. Mooroolbark became a crossing station on 11 April 1922.

Koo-Wee-Rup and Strezleoki

Mls.	FARES Single 1st s. d.	Single 2nd s. d.	Hol. Exc. 1st s. d.	Hol. Exc. 2nd s. d.			*Mon. Fri.* a m	*Wed.* a m			*Mon. Wed. Fri* p m
					FLINDERS ST.	dep.	7 25	7 25	STREZLECKI	dep	2 50
						arr.	8 52	8 52	Triholm		3 20
41	7 1	4 1	11 6	7 5	KOO-WEE-RUP	dep.	9 30	10 25	Topiram		3 35
46	8 7	5 8	14 0	9 3	Bayles		9 45	10 40	Athlone ..		4 0
50	9 9	6 6	16 5	10 10	Catani		9 57	10 52	Heathhill		4 30
52	10 0	6 8	16 10	11 3	Yannathan		10 14	11 9	Yannathan		4 50
55	10 7	7 1	17 5	11 10	Heathhill		10 26	11 21	Catani		5 8
60	11 6	7 8	19 2	12 9	Athlone ..		11 4	11 59	Bayles		5 40
68	12 1	8 1	20 4	13 7	Topiram		11 18	12 13	KOO-WEE RUP	arr	6 5
66	12 8	8 5	21 3	14 2	Triholm ..		11 35	12 30		dep.	6 38
72	13 7	9 1	22 9	15 2	STREZLECKI ..	arr.	12 30	1 30	FLINDERS ST.	arr.	8 42

Figure 1: The complete Strezlecki line was shown which meant that the timetable was for between 29 June 1922 and 22 November 1930. In addition, the spelling was shown as 'Strez' and not 'Strze', the change having occurred on 21 October 1929

Down.	a m	a m	a m	a m	*Sat exc.* a m	*Sat. only* a m
FLINDERS ST	7 5	7 52	8 18	9 50	11 10	11 57
Richmond	8	..	..	58	13	..
E. Richmond	9	..	..	54	14	..
Burnley ..	11	..	..	56	16	..
Hawthorn	14	..	..	9 59	19	..
Glenferrie	16	..	..	10 1	21	..
Auburn ..	18	..	..	3	23	..
Camberwell	20	..	..	5	25	..
E.C'mb'rw'll	22	..	..	7	27	..
Canterbury	24	..	..	9	29	..
Surrey Hills	27	..	..	12	32	..
Mont Albert	29	..	..	14	34	..
Box Hill ..	31	8 19	8 45	16	33	11 27
Blackburn ..	34	..	..	19	39	31
Tunstall ..	37	..	..	22	42	37
Mitcham ..	40	..	..	25	45	41
Ringwood	48	8 34	8 59	34	11 54	47
Croydon ..	7 56	42	9 8	10 42	12 2	12 56
Mooroolb'rk	..	48	14	..	..	1 2
LILYDALE a.	..	8 57	23	..	..	1 10
LILYDALE d.	..	..	32	..	..	..
Coldstream	..	..	33	..	..	
Yering ..	..	..	45	..	..	..
Yarra Glen	..	..	53	..	..	..
TARRAWARRA	..	..	10 2	..	..	..
H'ALESVILLE	..	..	10 15			

Up.	a m	a m	a m	a m	*Sat exc.* a m	*Sat. only* a m
H'ALESVILLE	..	..	7 5	..	11 5	11 5
TARRAWARRA	..	..	7 16	..	11 17	11 17
Yarra Glen	..	..	7 26	..	11 26	11 26
Yering ..	..	..	7 35	..	11 33	11 33
Coldstream	..	..	7 43	..	11 40	11 40
LILYDALE a.	..	..	7 50	..	11 46	11 46
LILYDALE d.	..	7 10	7 58	..	11 52	11 52
Mooroolbark	..	7 20	8 8	..	12 2	12 2
Croydon .	6 19	7 28	8 16	9 13	12 9	12 9
Ringwood ..	6 32	7 36	8 25	9 26	12 18	12 18
Mitcham ..	6 35	7 41	..	9 29	12 23	12 23
Tunstall ..	6 38	7 44	..	9 32	12 26	12 26
Blackburn ..	6 41	7 48	..	9 35	12 30	12 30
Box Hill ..	6 45	7 56	8 40	9 39	12 35	12 35
Mont Albert	6 47	7 58	..	9 41	..	..
Surrey Hills	6 49	8 0	..	9 43	..	..
Canterbury	6 51	8 2	..	9 45	..	..
E.C'mb'rw'll	6 53	8 4	..	9 47	..	..
Camberwell	6 55	8 6	..	9 49	..	..
Auburn ..	6 57	8 8	..	9 51	..	..
Glenferrie ..	6 59	8 10	..	9 53	..	..
Hawthorn ..	7 1	8 12	..	9 55	..	..
Burnley .	7 3	8 14	..	9 57	..	..
E. Richmond	7 5	8 16	..	9 59	..	..
Richmond ..	7 6	8 17	..	10 0	..	..
FLINDERS ST	7 10	8 21	9 6	10 4	10 17	11 44	1 2	1 2

Figure 2: A crossing was shown at Mooroolbark between the 8.18 am down Healesville at 9.14 and the 7.20 am up Warburton on Mondays at 9.15. Mooroolbark was not a crossing station until 11 April 1922

Hurstbridge and Eltham.

Up.	Week Days and Sats. a m	a m	a m	a m	a m	Week Days only. a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	Saturdays only p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
HURSTB'E d.	..	6 23	7 36	..		10 0	..	..	..	4 8	..	6 0	..	..	..	..	..	..	1 3	..	x 42	5 5	6 28	..		
Wattleglen*	..	6 30	42	..		26	..	..	..	9	..	6 4	..	..	..	..	..	..	8	..	47	9	32	..		
Diamond Ck	..	6 38	7 47	..	..	10 39	..	..	..	4 14	..	6 9	..	..	..	..	..	..	1 13	..	2 52	5 15	6 38	..		
Eltham ..	6 22	6 51	8 0	9 13		10 53	11 15	2 13	4 29	5 35	6 34	6 43	8 33	10 33		11 13	12 24	1 20	2 18	3 53	5 38	6 38	8 58			
Montmorency	25	54	8	16		56	21	16	32	38	37	46	38	36		16	27	33	16	56	36	5 5*	56			
Greensb'gh	28	6 57	6	19		0 59	42	18	35	41	40	6 49	39	39		19	30	36	19	3 59	39	6 59	8 58			
Macleod .	35	7 4	13	26		1 6	54	26	4	55	47	7 3	46	46		26	37	43	26	4 6	46	7 6	9 6			
Rosanna .	6 38	7 7	8 16	9 29		11 9	1 59	2 29	4 45	5 58	50	6	8 49	10 49		11 29	40	46	2 29	4 9	5 49	7 9	9 9			
HEIDELBERG a.	..	..	..	..		..	12 3	..	..	6 1	6 53	7 9	..	..		..	12 48	49	..	..	..	..	..	..		
HEIDELBERG d.	6 41	7 10	8 19	9 32		11 12	12 12	2 32	4 48	6 2	6 55	7 13	8 52	10 52		11 32	12 46	1 52	2 32	4 12	5 52	7 12	9 12			
PRINCE'S BR.	7 5	7 37	8 44	9 57		11 37	12 37	2 57	5 13	6 14	7 21	7 38	9 17	11 17		11 57	1 11	2 17	2 57	4 37	6 17	7 17	9 37			

b Stops when required.

Figure 3: Several minutes were allowed for what I supposed were connections between Eltham electric trains and Hurstbridge steam trains. Eltham - Hurstbridge was electrified on 2 June 1926. Note also that the name Wattleglen is shown. It was changed from Balee on 14 August 1923

110	20	11	14	0	35	1	23	5	Derrinallum ..	..	..	12	12		78½		Wingeel ..	..	7	1
115	21	10	14	7	36	7	24	5	Vite Vite	..	..	12	28		85½		Doroq ..	..	7	15
122	23	4	15	6	38	11	26	0	Pura Pura ..	..	..	12	43		89½		Inverleigh ..	..	7	29
127	24	2	16	2	40	5	26	11	Nerrin Nerrin ..	..	..	12	58		95		Murgheboluc ..	..	7	42
133	25	1	16	9	41	11	27	11	Westmere ..	..	..	1	17		100½		Gheringhap ..	..	7	58
139	26	3	17	6	43	11	29	4	Mininera ..	..	..	1	34		110	GEELONG	{ arr.		8	20
144	27	2	18	1	45	5	30	3	Tatyoon ..	..	..	1	53				{ dep.		9	5
152	28	7	19	1	47	9	31	10	MAROONA		arr.	2	15		152	SPENCER ST	arr.		10	45

Castlemaine to Maldon and Shelbourne.

M	Single. 1st s. d.	Single. 2nd s. d.	Hol. Exc 1st s. d.	Hol. Exc 2nd s. d.	Down.	a m	a m	a m	p m	M	Up.	a m	a m	*Mon. Wed. Frs* p m	*Tues Thur* p m
					SPENCER ST.	6 40	8 30	..	5 30	M					
78	18 10	9 3	28 4	15 6	CASTLEM'NE a.	10 20	10 42	..	8 22		SHELBOURNE	–	..	1 5	...
										4	Pollard ..	..	..	*a*	...
					CASTLEM'NE d.	10 57		..	8 43			..	..	1 48	...
84	16 8	10 10	27 2	18 1	Muckleford ..	11 16		..	9 2	10½	MALDON { a.	..	..	*TuTes*	...
						11 37		–	9 28		{ d.	6 50	–	3 0	3 0
89	16 10	11 3	28 0	18 8	MALDON { a.	*M W F*				15½	Muckleford ..	7 3	..	3 14	3 13
					{ d.	12 2		–	–	21	CASTLE- { a.	7 25	.	3 40	3 35
96	18 8	12 2	30 8	26 5	Pollard ..	*a*		..	..		MAINE { d.	7 52	–	4 6	4 6
99	18 11	12 7	31 7	21 1	SHELBOURNE	12 49		..		99	SPENCER ST.	10 35	..	7 22	7 2

a Stops when required.

Figure 4: Two schedules are shown for the 3 pm Maldon - Castlemaine trains. The slower time was for the mixed train; the faster one was for the four-wheel AEC railmotor which started on 24 October 1923

Deepdene & Ashburton—Week Days (Sats. excepted)

Down.	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	Saturc
DEEPDENE ..	6 44	7 24	8 37	10 57	12 39	2 19	3 89	5 1	5 40	6 32	7 19	8 19	9 19	10 39	1. 45					Trains leave
Roystead ..	46	26	39	10 59	41	21	41	3	42	84	21	21	21	41	47					
Shenley ..	48	28	41	11 1	43	28	43	5	44	86	23	23	28	43	49					at-
East { a.	49	29	42	2	44	24	44	6	45	87	24	24	24	44	11 50					6.44, 7.24, 8.3
Camb'well { d.	6 53	7 32	8 45	11 7	12 47	2 27	3 47	5 9	5 49	6 43	7 27	8 27	9 27	10 47						12.33, 1.33,
Riversdale arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					5.19, 6.18,
Camberwell d	6 55	7 34	8 47	11 9	12 49	2 29	3 49	5 11	5 51	6 45	7 29	8 29	9 29	10 49	.					10.59, 11.45
FLINDERS ST.	7 10	7 49	9 1	11 24	1 4	2 44	4 4	5 26	6 7	7 0	7 44	8 44	9 44	11 4						

	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	On Sats. t
FLINDERS ST.	5 8	6 24	7 9	8 28	10 50	12 30	2 10	3 30	4 45	5 25	6 17	7 10	8 10	9 10	10 32	11 30				Flinders St
East { a.	28	41	26	46	11 7	47	27	47	5 2	42	88	27	27	27	10 49	11 47				burton at
Camb'well { d.	35	49	29	48	10	50	30	50	5 6	45	37	20	30	30	52	50				7.9, 8.28,
Riversdale ..	5 37	6 51	7 31	8 50	11 12	12 52	2 32	3 52	5 8	5 47	6 39	7 32	8 32	9 32	10 54	11 52				12.22, 1.19,
Golf Links ..	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*				5.10, 6.15,
Hartwell ..	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*				10.32, 11.80
Burwood ..	5 42	6 56	7 36	8 55	11 17	12 57	2 37	3 57	5 13	5 52	6 44	7 37	8 37	9 37	10 59	11 57				
ASHBURTON a.	5 46	7 0	7 40	8 59	11 21	1 1	2 41	4 1	5 17	5 56	6 48	7 41	8 41	9 41	11 1	8 1				

Up.	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	a m	On Sats. t
ASHBURTON d.	6 23	7 3	8 12	9 8	11 38	1 13	2 53	4 37	5 21	6 9	6 56	7 53	8 53	9 58	11 13	12 4				Ashburton s
Burwood ..	6 27	7 7	8 16	9 12	11 37	1 17	2 57	4 41	5 25	6 13	7 0	7 57	8 57	10 2	11 17	12 8				8.12, 9.8, 1
Hartwell ..	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*				1.9, 1.59,
Golf Links ..	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*				5.58, 7.18, 9.5
Riversdale ..	6 32	7 12	8 21	9 17	11 42	1 22	3 2	4 46	5 30	6 18	7 5	8 2	9 2	10 7	11 22	12 13				p.m.. and 12
East { a.	34	14	23	19	44	24	4	48	32	20	7 8	4	4	9	24	–				
Camb'well { d.	41	17	27	22	47	27	7 4	54	36	23	10	7	7	12	11 27	..				
FLINDERS ST.	6 58	7 31	8 44	9 39	12	4 1	44 3	24 5	11 5	53 6	40 7	27 8	24 9	24	10 29	11 44				

	a m	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	On Sats. t
FLINDERS ST.	6 15	6 50	8 8	9 30	11 30	1 10	2 50	4 27	5 12	6 0	6 50	7 50	8 50	9 50	11 10					Flinders St.
Camberwell ..	30	7 5	23	45	45	25	5	42	27	15 7	5 8	5 9	5 10	5	25					done at 6
East { a.	32	7	25	47	47	27	7	44	29	17	7	7	7	7	27					8.8, 9.30, 1
Camb'well { d.	35	14	28	50	50	30	10	48	32	20	10	10	10	10	30					1.2, 1.40,
Shenley ..	36	15	29	51	51	31	11	49	33	21	11	11	11	11	31					5.50, 7.10,
Roystead ..	38	17	31	53	53	33	18	51	35	23	13	13	13	13	33					11.10 p.m.
DEEPDENE a.	6 40	7 19	8 33	9 55	11 55	1 35	3 15	4 53	5 37	6 25	7 15	8 15	9 15	10 15	11 35					

Deepdene and Ashburton—SUNDAYS

Down.	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	Up.	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
DEEPDENE ..	10 20	1 39	3 19	4 19	5 59	6 59	8 4	9 22	10 18	ASHBURTON ..	9 59	1 19	2 53	3 53	5 13	6 33	7 49	8 5
Roystead ..	22	41	21	21	6 1	7 1	6	24	20	Burwood ..	10 3	1 23	2 37	3 57	5 17	6 37	7 43	9
Shenley ..	24	43	23	23	8	8	8	28	22	Hartwell ..	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*
	25	44	24	24	4	4 8	9	27	23	Golf Links ..	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*

Figure 5: The line between Deepdene and Ashburton was being worked by a one-train shuttle and not by the Camberwell - Ashburton electric train which started on 1 December 1924. Connections from and to Melbourne in this timetable are at East Camberwell

94 **Melbourne to Heidelberg,**

Week Days (Sat. excepted). For Saturday and Sunday Trains see pages 99, 100.

DOWN	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
PRINCES BR.	5 18	5 46	5 51	6 15	6 41	6 56	7 1	7 13	7 17	7 40	7 42	7 51	8 1	8 19	8 30	S 45	9 6	9 23	9 48	10 8	10 23
Jolimont ..	20	47	58	17	43	..	3	..	19	..	44	53	3	21	32	47	8	25	45	5	25
W. Richm'd	22	49	55	19	45	..	5	..	21	7 43	46	55	5	23	34	49	10	27	47	7	27
N. Richm'd	23	50	56	20	46	6 59	6	..	22	44	47	56	6	24	35	50	11	28	48	8	28
Collingwood	25	52	58	22	48	7 1	8		24	46	49	58	8	26	37	52	13	30	50	10	30
Victoria Pk.	26	53	59	23	49	2	9	7 18	25	47	50	7 59	9	27	38	..	14	31	51	11	31
Clifton Hill	28	55	6 1	25	51	4	11	7 20	27	49	52	8 2	11	29	41	8 54	16	33	53	13	33
Westgarth	30	5 57	3	27	53	7 6	13	22	29	51	54	..	13	31	43	8 56	18	35	55	15	35
Fairfield Pk.	34	6 1	7	31	57	..	17	26	33	55	7 58	8 4	17	35	47	9 0	22	39	9 59	19	39
Alphington	36	3	9	33	6 59	7 10	7 19	7 28	7 35	7 57	8 0	..	19	39	49	2	24	41	10 1	21	41
Darebin ..	37	4	10	34	7 0	7 11	..	..	..	..	..	8 7	20	40	50	3	25	42	2	22	42
Ivanhoe ..	39	6	12	36	2	7 16	..	7 37	7 39	7 59	..	16	24	42	54	7	27	44	4	24	44
Heidelberg	5 42	6 19	6 15	6 40	7 6	7 19	..	7 33	7 43	8 3	..	8 18	8 28	8 46	8 58	9 11	9 31	9 48	10 8	10 28	10 43

	a m	a m	a m	a m	a m	a m	a m	a m	noon	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
PRINCES BR.	11 3	...	11 23	..	..	..	11 43	..	12 3	12 23	..	..	12 43	1 3	1 23	..	..	1 43	2
Jolimont ..	5	...	25	..	..	..	45	..	5	25	..	..	45	5	25	..	..	45	
W. Richm'd	7	...	27	..	..	..	47	..	7	27	..	..	47	7	27	..	..	47	
N. Richm'd	8	...	28	..	..	..	48	..	8	28	..	..	48	8	28	..	..	48	
Collingwood	10	...	30	..	..	..	50	..	10	30	..	..	50	10	30	..	..	50	
Victoria Pk.	11	...	31	..	..	..	51	..	11	31	..	..	51	11	31	..	..	51	
Clifton Hill	13	...	33	..	..	..	53	..	13	33	..	..	53	13	33	..	..	53	
Westgarth	15	...	35	..	..	..	55	..	15	35	..	..	55	15	35	..	..	55	
Fairfield Pk.	19	...	39	..	..	..	11 59	..	19	39	..	..	12 59	19	39	..	..	1 59	

Figure 6: Dennis, a station between Westgarth and Fairfield Park is not shown; it was opened on 4 February 1924

On the Hurstbridge page (Figure 3) I noticed that weekday services to Hurstbridge were allowed several minutes at Eltham for what I supposed were connections between the electric trains to Eltham, which started running on 15 April 1923 and the steam trains to Hurstbridge, which were replaced by electrics on 2 June 1926. This page also shows the alteration of name from Balee to Wattleglen, which had taken place previously, on 14 August 1923.

On the Maldon - Shelbourne page (Figure 4), there were two schedules shown for the 3 pm Maldon to Castlemaine trains, a schedule of 35 minutes on Tuesdays and Thursdays and a schedule of 40 minutes on other days. The slower timing was for the mixed train; the faster timing was for the AEC railmotor, which started running on 24 October 1923.

Working backwards from 1929, which I had already established from the spelling of Strez/Strze, I came to the Deepdene - Ashburton page (Figure 5), where it was obvious that the line was being worked by a one train shuttle. The electric trains from Camberwell to Ashburton, which commenced running on 1 December 1924, are not mentioned. Connections were made at East Camberwell.

Finally, on the Heidelberg pages (Figure 6), as distinct from the Eltham page, Dennis, which was opened on 4 February 1924, is not shown.

It seemed that this issue of *Bradshaw* was for some time between 29 October 1923 when the Maldon AEC rail motor commenced running and 4 February 1924 when Dennis station was opened.

By the time I had worked all this out, someone more observant than I pointed out that on pages 136 and 137 and on pages 192 and 193 the date was printed, perhaps for some reason connected with collating pages at the printers. The date was 1 January 1924 and this little exercise shows, among other things, that *Bradshaw's Guide* is a pretty accurate record of railway events.

Nothing to do on

TUESDAY NIGHTS?

Why not visit the ARHS Archives on the down platform at Windsor from 8 pm?

See you there!

RECLAIMING NBC1

Colac once formed the hub of a significant railway sub-network, with branches to Beech Forest and Crowes, and to Alvie

Ian Selliseth

Colac also served as a working focus for Irrewarra - Beeac - Cressy and Birregurra - Forrest. Moriac -Wensleydale and several mill tramways are also within ambit. As a result, numerous railway artefacts and relics are still to be found in the district.

Various items of narrow gauge rollingstock left the rails at Colac (in official terms – 'broken up') and were to be distributed throughout the district as farm sheds, pig-sties and the like. Although some still exist, they are in poor condition and unlikely to ever be returned to traffic. Some items found their fate by being broken up for firewood or even fired *in situ.*

I became aware of this trend shortly after being appointed CFA Regional Officer at Colac. So, when one of my captains informed me that another item of rollingstock was required to be removed by the most appropriate means to make way for house extensions, I decided to investigate further.

What lay in a Colac back yard, covered in brambles, unpruned trees and generally looking most unobtrusive, was definitely a narrow gauge car-van.

Fellow enthusiast Pat Bonner and I approached the property owners, Greg Manwood and Liz Ryan, who confirmed that they wanted the van shifted and agreed to let us have it for removal as soon as possible with a view to restoration. How Pat and I were going to achieve this was all in the imagination.

NBC1 on a low loader at Colac after being rescued from a back yard. Sat.2.7.95 *Sue Selliseth*

The van was complete in all respects, with the exception of under-frame, bogies and draw-gear, although one of the Pintsch's gas lamp bowls was missing, as was the guard's hand-brake wheel. The body, although weathered, appeared solid.

Arrangements were made to have the car lifted. A crane was also placed on standby. But when, where and how were we going to achieve our ultimate goal?

I tried the Puffing Billy Preservation Society – no response, except for some useful timetable information (it was a weekend, after all!). What about the Museum at Erica or Walhalla Goldfields Railway? No response from the former – I was unaware that the venture had closed. I had no known way of contacting the WGR, so contact was made with Athol Graham at Benalla (C&MR crew member), who proceeded to follow up a contact at Walhalla. We also sought advice from David Watson at Seymour, who was VR District Superintendent at the time I was CFA Superintendent there. David's counsel in such matters is always well heeded.

Another lead was established with Puffing Billy Railway and before long their Heritage Officer (John Thompson) was clambering over the vehicle, taking photos from every angle. Several faxes and phone calls later, NBC1 had found a home again.

By midday on 2 July 1995, Mel Elliott had ensured that the car was anchored to the frame and bogies of NC5 atop the PBPS road transporter. Was there some simple irony there? Was it not that particular NC which had gained favour over the smaller capacity, unheated carvan, such that the latter was pushed to one side? Furthermore, the NC did not have the accommodation for passengers, who were starting to become a nuisance on the goods-only railway. In 1954 it was sold (ex-Coulson and Heyer?) to a local railway family (Neave) for the princely sum of £10.

A feature article in the *Colac Herald*[1] brought both praise and criticism for our efforts (why allow something connected with Colac's history leave the district, etc.?), but also a considerable amount of information about other items still remaining in the Colac area. A Geelong press item even announced that we had found a Garratt locomotive in an Elliminyt backyard! We are currently cataloguing these.

NBDBD1 was constructed at Newport Workshops 1898/99 and was in the consist of the inspection train conveying the parliamentary Standing Committee on Railways during their visit to the Wangaratta - Whitfield line (under construction) on 9 February 1899. The car was officially issued to traffic on 14 February 1899 and was in the consist of the first train on 14 March 1899. Noted at Wangaratta in 1908 and 1909. The car was re-classified NBC1 in 1910. By 1914 it had been transferred to Colac and was fitted with Pintsch's gas lighting on 14 October 1922 and MCB autocouplers in April 1926. It was still at Colac on 27 December 1940, at Newport in 1941 and was seen again at Colac 1 September 1950 and photographed at Crowes 1952. It was sold (from Colac) 1954.[2]

Companion vehicle NBC2 is in operational service and NBC6 is held (off bogies) with PBR at the Menzies Creek museum. NBC3 was used as a trackside hut at Pakenham early 1960[3] and probably demolished there.

The whereabouts of NBC5 and NBC7 (last train on Walhalla line – to Gould 1954) are not known – probably scrapped. Were they at Yarragon at one time? NBC4 was thought to be in the Colac area from pre-World War 2 and possibly one first series platform-ended car – NB4(?). It is probable that one or the other still exists. NBs 1, 3 and 5 are with PBR; NB6 is at Ocean Grove. A side-loading NB second class car, NB15 or NB16, was recently burnt locally, as were two NUs. An NM also survives. Some NQs on the ridge were recently cut up and un-salvageable parts bulldozed into a hole.

1. Wednesday, 6 July 1994.
2. Notes provided by PBPS; compiled by Peter N Medlin, 21 June 1994.
3. Edward A Downs, *Speed Limit 20,* ARHS Melbourne, 1963.

— *A Victorian's Guide to* —
THE EVOLUTION OF THE XPT

Concluding Chris Banger's article on the XPT

The new service ran to the following timetable, which was 2½ hours faster in the north bound direction and 2¾ hours faster in the south bound direction, than the *Melbourne and Sydney Express:*

Station	XPT schedule 21.11.1993	Final Melbourne/Sydney Express schedule 22-8-1993
Sydney	20 42	20 05 EH
Strathfield	20 56 u	—
Campbelltown	21 29 u	20 54 u
Moss Vale	22 32	22 15
Goulburn	23 22	23 14
Yass Junction	00 27 a	00 33
Harden	01 12 a	01 34
Cootamundra	01 44	02 16
Junee	02 20	03 04
Wagga Wagga	02 44	03 34
The Rock	03 00 a	—
Henty	03 15	04 15
Culcairn	03 25 a	04 29
Albury	03 59	05 15
Wangaratta	04 41	06 07
Benalla	05 05	06 38
Spencer Street	07 00	09 10
Total Time:	10 hours 18 mins.	13 hours 5 mins.
Difference: 2 hours 47 minutes		
Spencer Street	20 10	20 00
Benalla	22 05	22 24
Wangaratta	22 28	22 53
Albury	23 16	23 55
Culcairn	23 39 a	00 27
Henty	23 50 a	00 42
The Rock	00 04 a	—
Wagga Wagga	00 23	01 28
Junee	00 45	02 02
Cootamundra	01 28	02 54
Harden	01 59 a	03 33
Yass Junction	02 47 a	04 30
Goulburn	03 57	05 54
Moss Vale	04 44	06 53
Campbelltown	05 51 d	08 07 d
Strathfield	06 31 d	—
Sydney	06 45	09 00 EH
Total Time:	10 hours 35 mins.	13 hours 00 mins.
Difference: 2 hours 25 minutes		

Note: The above are departure times.
a = pick up and set down only when required.
u = pick up only.
d = set down only.
EH = runs via East Hills.

Whilst in Victoria, the train was worked by a crew of six, consisting of a driver, two conductors and three catering assistants.

Unlike the start of standard gauge passenger operations between Melbourne and Sydney in 1962, the arrival of the first regularly scheduled XPT service was given little publicity. The biggest event organised to mark the occasion was held on Saturday 27 November 1993, when approximately 4000 people inspected a XPT set put on public display at Spencer Street from 10 00 to 14 00.

Prior to the start of the Melbourne XPT service, Telecom removed all the telephones fitted to the XL deluxe trailers and the buffet trailers as, apparently, the phones were unable to generate sufficient revenue to cover their cost of operation.

The XPT set at this stage was stabled during the day on track 1B at Spencer Street, where it was thoroughly cleaned. Initially no shore supply was available at Spencer Street to power the lighting, airconditioning and refrigeration systems on the train whilst stabled and this problem was at first overcome by providing a mobile generator that stood on the roadway and was plugged into the buffet car.

From Thursday 9 December 1993, this generator was replaced by a shore supply connected into the power car at the Melbourne end of the set, using the plug formerly employed by the *Intercapital Daylight*. Five or six days after the shore supply was introduced the mobile generator was removed.

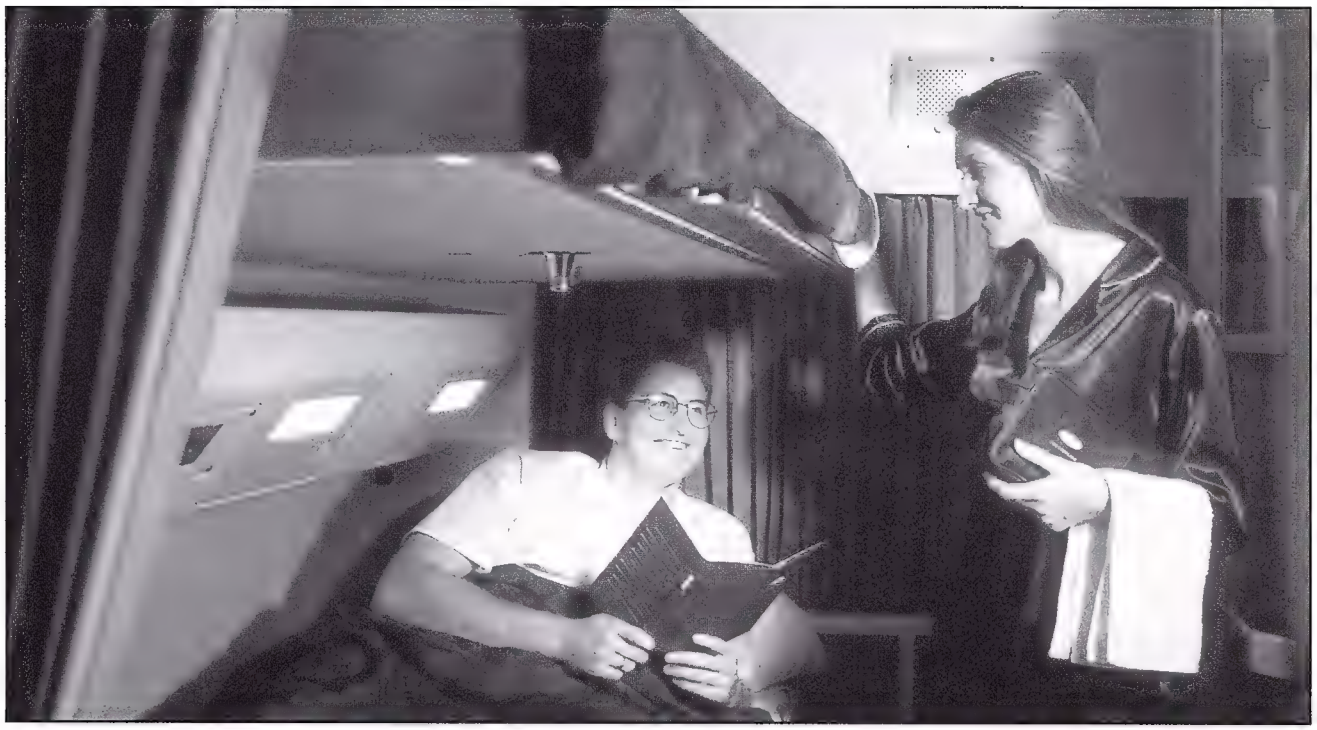
Between November 1993 and December 1994 the following changes have taken place since the first XPT service ran:

- Trailer XF2202 was fitted in December 1993 with seats of the same style as those fitted to the XL deluxe trailers, in lieu of the D type seats originally installed after refurbishment.
- From mid-December 1993 Countrylink issued a new passenger litter bag, featuring a stylised image of hills, trees and the sun as well as the Countrylink logo printed in dark blue on a white plastic bag. The old litter bag it replaced featured red lettering on a white plastic bag that only referred to State Rail in the instructions printed on the exterior. The dark blue print on the litter bags was revised to light blue in late November 1994.
- Starting in about February 1994, flaps were fitted to the internal door handles on the trailer entrance doors. These flaps were designed to reduce the possibility of passengers accidentally opening the external doors at night.
- In late February 1994 a programme commenced to standardise the trailer class codes. At the completion of this program the trailers were grouped into the following classes:

Class	Trailer No.	Number of Trailers
XB	2200-2208	9
XF	2209-2224	16
XBR	2150-2158	9
XFH	2104-2110, 2112, 2113	9
XL	2228-2236	9
XAM	2175-2182	8
Total		60

At the time XAM, XB, XBR and XL trailers were considered to be first class vehicles, whilst XF and XFH trailers were economy class vehicles.

- From Saturday 16 April 1994, the traditional point for changing drivers at Albury was altered to Junee for the Sydney - Melbourne XPT. This greatly improved crew productivity and was 10 days in advance of National Rail introducing a similar arrangement for their engine crews (when training of South Dynon drivers in the operation of the XPT commenced on 25 October 1993, a number also learned the road to Junee in preparation for this change).



The XPT sleeper is used on the Countrylink overnight service between Melbourne and Sydney *Countrylink*

- Countrylink displayed new on-train staff uniforms for the first time at the Mortuary Railway Station in Sydney on Monday 18 April 1994. These uniforms were slowly phased in on all XPT services from this date.
- From Sunday 1 May 1994, the timetable for the Sydney - Melbourne XPT was altered so that the train departed Spencer Street 5 minutes earlier at 20 05 and arrived at Spencer Street 5 minutes later at 07 05.
- A new XPT/*Xplorer* wash plant was officially opened at Meeks Road, Sydenham on Friday, 20 May 1994. Countrylink simultaneously unveiled the first XP power car to have *COUNTRYLINK* painted in large white letters on the dark blue band running along the side of the vehicle. By June 1994 all XP power cars carried the new insignia.
- In June 1994 the guards position between Albury and Sydney on the XPT service to Melbourne was abolished. This was the first stage of a programme to abolish all guards on Countrylink services.
  Guards were replaced by a new position with the title of Passenger Services Supervisor, thus the size of crew assigned to each XPT was not reduced. The new position was multi-skilled and trained in safeworking, customer service, ticketing and conflict resolution.
  The last guard to work a Countrylink service did so on 21 August 1994 on the North Coast route between Taree and Sydney.
- The following special promotional fares were available when the XPT was first introduced for a one way journey between Melbourne and Sydney (return fares being double the one way fares):

Economy Class Seat	$49
First Class Seat	$79
First Class Sleeping Berth	$135

From 1 July 1994 a new fare structure, based on that used by the airlines, was introduced on all Countrylink services, including the XPT on the Melbourne corridor. Under the new approach, discounts of 10%, 20%, 30% or 40% were available on the standard return fare depending on:

- which day the journey was undertaken,
- which train was used, and
- the number of days in advance the ticket was purchased.

Standard fares applied to all journeys booked up to 13 days in advance, whilst discounts of 10%, 20% and 30% became available for travel booked 14 to 20 days in advance and 40% for travel booked 21 or more days in advance. All discounts were subject to a variable quota depending on the service, i.e., the number of seats available at each discount rate would vary between trains. The following two hypothetical examples illustrate how the system works:

- No 30% or 40% discounts may be available on the down XPT service to Murwillumbah on account of its popularity. However, the down XPT service to Grafton may have 50 seats available at a discount of 30% and 25 seats available at a discount of 40% in order to boost loads on this service.
- No discounts may be available on an overnight service operating on Easter Thursday, whilst a day service operating on a Wednesday outside a holiday period may have a large number of seats available at a discount.

Standard fares and 40% discount fares between Melbourne and Sydney were as follows from 1 July 1994:

	Standard Single fare	40% Discounted Single fare
Economy	$93.00	$55.80
First Class	$130.00	$78.00
Sleeping Berth	$212.50	$127.50

Since November 1993, the standard seven trailer consist deployed on the Melbourne corridor had been (Sydney end) XP-XFH (Car G)-XF (Car F)-XF (Car E)-XBR (Car D)-XB (Car C)-XL (Car B)-XAM (Car A)-XP (Melbourne end), with the XBR, XB, XL and XAM providing first class accommodation. From 1 July 1994, the level of economy class accommodation was increased by reclassing the XB trailers from first to economy.

The standard consist was altered to (Sydney end) XP-XFH (Car G)-XF/XB (Car F)-XF/XB (Car E)-XF/XB (Car D)-XBR (Car C)-XL (Car B)-XAM (Car A)-XP (Melbourne end), with the XBR, XL and XAM providing first class accommodation and trailers C and D being alcohol free.

This consist was also used on services to Albury, Brisbane, Grafton and Murwillumbah. The short consist deployed on the Dubbo corridor after this date consisted of (Sydney end)

XP-XFH (Car G)-XF/XB (Car F)- XF/XB (Car E)-XBR (Car C)-XL (Car B)-XP (Dubbo end), with the XBR and XL providing first class accommodation.

The first recorded total failure of the overnight XPT service between Melbourne and Sydney, occurred on the morning of Friday 2 September 1994, when the north bound service failed near Wallendbeen in NSW. 8160 in the candy colour scheme was taken off a following goods train and hauled the train for the remainder of its journey to Sydney.

From Monday 3 October 1994, Countrylink provided all on-board staff between Albury and Melbourne in lieu of V/Line Passenger. This was a major step in Countrylink assuming control of the service under the corridor management concept.

In contrast to the Melbourne - Sydney route, the total management of the Sydney - Brisbane corridor by Countrylink had been in place from 1 July 1993. All farebox revenue from this date has passed to Countrylink, whilst Queensland Railways contributes a revenue supplement to cover the shortfall between revenue and costs.

In mid-October 1994 a program commenced to replace the last of the old D type seats fitted to XB, XF and XFH trailers with an improved version of the seats fitted to the XL and XBR trailers. By mid-December the following trailers had been sighted with the new seats: XB2204, XF2210, XF2216, XF2219, XF2221, XFH2104 and XFH2109.

A Countrylink advertising campaign commenced on Melbourne television on Sunday 23 October 1994, highlighting the discount fares available to Sydney as well as the XPT.

On Thursday 3 November 1994, the Victorian Minister of Public Transport (Mr Alan Brown) announced that a daylight XPT between Melbourne and Sydney would commence on Tuesday 13 December 1994 in addition to the existing overnight service. Bookings for the daylight XPT opened on the same day that the Minister made the announcement.

The new daylight service replaced the *Riverina XPT,* which terminated at Wagga Wagga when it ran south for the last time on Monday 12 December 1994. In conjunction with the introduction of the new XPT service, Countrylink altered a number of connecting bus services. The routes effected were:

Canberra	-	Cootamundra
Cootamundra	-	Condobolin
Cootamundra	-	Bathurst (replaced by new Cootamundra - Orange route)
Cootamundra	-	Dubbo
Cootamundra	-	Balranald (extended to Mildura)
Wagga Wagga	-	Griffith
Cootamundra	-	Tumbarumba
Wagga Wagga	-	South Echuca
Wollongong	-	Moss Vale (no longer makes a connection).

In addition, V/Line Passenger withdrew the day bus service running between Wodonga and Sydney marketed under the title of *Sydney Link*.

The new daylight service departed Melbourne at 08 30 and arrived in Sydney at 19 13. The south bound service departed Sydney at 08 10 and arrived in Melbourne at 18 35. The first north bound daylight XPT from Melbourne consisted of (Sydney End) XP2011 (*City of Sydney*)-XFH 2104-XF2223-XB2204-XF2221-XBR2157-XL2233-XAM2178-XP2007 (*City of Albury*) (Melbourne end).

A decal was attached to the nose of each power car below the front windscreen that said:

First Countrylink
Melbourne - Sydney
Daylight XPT

In addition, each passenger was issued with a Countrylink bag containing an information sheet on the XPT, a Line Guide for the South, an *Xplorer* Colouring Book, a pamphlet on Countrylink Travel Centres and two package holiday pamphlets.

The last XPT set to be stabled during the day in Melbourne before the daylight XPT commenced consisted of (Sydney end) XP2018- XFH2113-XB2208-XF2213-XB2203-XBR2158-XL2235-XAM2177-XP 2015 (*City of Bathurst*) (Melbourne end).

Note 1:The State Rail Authority of NSW replaced the Public Transport Commission of NSW as from 1 July 1980.

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SPRINTERS

Above: Sprinter 7001 leads a two-car down Ballarat pass. on Ingliston Bank. Sat.4.2.95 *Roger Gillard*

Below: The 06 40 up Bendigo pass. consisting of three Sprinters led by 7013 is seen pausing at Riddell's Creek on Thurs.2.2.95 *David Dunn*

Above: Sprinter 7001 was utilised on the ARHS suburban tour on Sat.1.7.95. It is seen departing from Coburg, an unusual destination for a Sprinter. The new down platform has since been constructed in the area to the right of the Sprinter *Stuart Turnbull*

Below: Sprinters 7015 and 7022 are seen being weighed on the weighbridge at the Goodman Fielder siding, Kensington on Tues.11.7.95 *Ian Green*

ROLLINGSTOCK

A Monthly update of Locomotive and Rollingstock news

RAILCARS

SPRINTER FACTS AND FIGURES: For all you technical types out there, below is the technical specification for the new Sprinter rail cars.

Dimensions
- Coupled length ..... 25900 mm
- Over headstock ..... 25000 mm
- Overall width ..... 2940 mm
- Bogie pivot centres .... 16600 mm
- Floor height above rail . 1300 mm
- Max height above rail .. 3905 mm
- Wheel diam.
  - new/worn ..... 920/870 mm

Mass
- Tare mass ..... 50 tonne
- Crush mass ..... 58 tonne
- Bogie mass ..... 6.2 tonne
- Unsprung mass/axle ..... 1975 kg

Passenger
- Fixed seats 88
- Foldup seats 2
- Wheelchair positions 1
- Standees 15
- Lockable luggage area ..... 2.1 m^2

Track parameters
- Track gauge ..... 1600 mm
- Max. speed ..... 130 km/h
- Minimum curve radius .... 100 m
- Design ambient temperature ..... -5° to 40° C

Engine
- Make ..... Deutz-KHD
- Model BF8L513C
- Cycle ..... Four stroke
- Exhaust turbo charging ..... Yes
- Charge air cooling ..... Yes
- No. of cylinders .. 8 at 90 deg vee
- Capacity ..... 12.7 litres
- Rating 235 kW ..... 2300 rpm

Transmission (2/car)
- Make ..... Voith
- Model T211rz
- Type ..... Hydrodynamic
- Engine/wheel ratio 1:2.723

Engine control (2/car)
- Make ..... Heinzman
- Model ..... Electronic
- No. of power notches 8
- Idle/hi-idle ..... 750/1200 rpm
- Max. rpm 2300
- Max. tractive effort/engine 27.0 kN
- Wheel spin protection ..... Yes

Fuel consumption per engine
- Idle ..... 0.25 l/min
- Full power ..... 1.1 l/min
- Nominal (1 engine/car) .. 0.8 l/km
- Nominal (2 engine/car) .. 1.0 l/km

Balance speed – level track
- 1 engine operating per car 100 km/h
- 2 engines operating per car 140 km/h

Max. speed, new/worn wheels ..... 145/135 km/h

Balance speed – 1:50 grade
- 1 engine operating per car . 45 km/h
- 2 engines operating per car 85 km/h

Auxiliary power
- Battery .... 24V 252 Ah at 5 hours
- Charger .... Zener, I/O 415V, 24V

Auxiliary alternator (2/car)
- Make ..... Hitzinger
- Type ..... Synchronous
- Drive ..... Shaft, variable speed
- Rating ..... 34 kW

Auxiliary inverter/rectifier (2/car)
- Make ..... Elin
- Model ..... 415V variable freq.
- Output ..... 43 kVa, 415V 50 hz

Air conditioning (2/car)
- Make ..... Thermair
- Model RE1-2304
- Cooling capacity ..... 28 kW

Automatic coupling
- Make ..... Scharfenberg
- Model ..... Multi-function

Train operation
- PA system ..... Stone McColl
- Data logger ..... Fischer

Doors
- Make ..... IFE
- Model ..... Biparting swing plug
- Clear doorway opening .. 800 mm

Toilet (1/car)
- Make ..... Monogram
- Model ..... Recirculating

Sprinters 7007-7006 wait at South Geelong with the 12 25 up pass. With the introduction of Sprinters, all off peak services have been extended to South Geelong. Fri.1.9.95 *Darren Wood*

ROLLINGSTOCK

The eastbound *Overland* hauled by CLP10 is seen between Brooklyn and Tottenham 'B' box on Tues.19.9.95 *Graham Withers*

Disabled facilities entrance ramp 1
Wheel chair locations 1
Toilet – disabled access ..... Yes
Audio information ..... Yes

Bodyshell
Construction ... Semi monocoque
Material ..... Stainless, 30IL
Design end load 1000 kN at 1/2 yield

Crashworthiness
Anti-ride bars ..... Yes
Cow catcher ..... Yes
Design collision load ..... 540 kN
Windscreen 22 mm thick laminated
Collision posts/end 4

Brakes
Make ..... Davies and Metcalfe
Model ..... EBC/5 E.P
Type ..... E.P full shadow, auto
Service ..... 0.73 m/s/s minimum
Emergency .. 0.83 m/s/s minimum
Wheel slide protection ..... Yes

Bogies
Design ..... Goninan
Type ..... Fabricated
Secondary suspension ..... Air bag, bolsterless
Primary suspension .... Swing arm, coil spring
Brakes ..... Inboard discs

Supplies
Fuel tank ..... 1100 l
Water tank ..... 150 l

Service/maintenance
Service interval ..... 50 000 km
Major overhaul interval 500 000 km

SPRINTER SEATING LAYOUT: As a result of customer preference surveys conducted on the Ballarat, Bendigo and Geelong lines, an optimum seating layout preference was determined as being 55% coach type seats and 45% club style seats.

Sprinter 7008 (80% coach/20% club) has not been popular with customers, and this car will be adjusted to the 55/45 layout similar to 7004 and 7005 as soon as possible.

TRIAL PAY PHONE ON SPRINTERS: A private company Card Phone Australia is presently working with V/Line Passenger and Goninans regarding the trial of a mobile pay phone system on five Sprinters.

The telephone units will be mounted on semi permanent fittings above the first aid cabinet opposite the Sprinter toilet.

The trial will be conducted on Ballarat and Bendigo line services as these are highly concentrated with Sprinters.

There will be signage/operating instructions placed on the mounting plate above the phone, explaining to customers how to use the system.

The phone card is the size of a normal credit card and a limited supply will be held by conductors for sale to customers who wish to use the system. The face value of the initial cards will be $5 and will allow the holder five minutes use of the phone.

It is expected that the five Sprinters will have phones installed by the time you read this month's issue of NEWSRAIL.

CARRIAGES

OVERLAND RETURNS: The consist of the *Overland* has been altered since its return and takeover by Australian National. As part of the conversion to standard gauge, the formation has been Altered and it appears that the former JRA, JRB, JTA, JTB sleepers have not been placed on standard gauge, nor have the CO brakevans. In their place are sleepers and vans of the *Indian Pacific* type. The standard consist is marshalled as HM (van), BJ, RBJ, BJ, AJ, club car and two sleepers. Additional cars are added as required. Motorail traffic is conveyed on the front of the train. On Mon.10.7, the set in Melbourne had an AN CDF type buffet replacing the RBJ carriage, and an AJ (first class) as an economy car.

The fate of the 17 *Overland* sleeper carriages is unknown. The cost of conversion to standard gauge is the reason they were not placed on standard gauge. In the past six years, V/Line had refurbished most of these carriages at Newport Workshops.

BRS AND BS WITHDRAWN: On Sun.23.7, the final removal of S type rollingstock occurred with the removal of carriage BRS229 from set Z 62, thus ending an era of over 50 years of *Spirit of Progress* style rollingstock in V/Line service.

At 10 00, Mon.24.7, the remaining carriages were towed to Newport for storage, included in this move were remaining carriages BS204, BS219, BRS223, BRS229 and BRS230. West Coast Rail have the remaining S type stock in their fleet. This includes BS203, BS205, BS207, BRS221, BRS222, BRS224 and BRS225.

BZN: BZN275 was out of service in early July, whilst its set FN19 underwent repairs. It was back in service by Mon.10.7, captive on the Albury line.

BZN276 was outshopped from Newport following conversion on Tues.11.7. It has been painted in the new livery.

FN SETS: By Sat.29.7, six four-car N sets had been created. They were assembled as:

FN1 – ACN3, BRN53, BN2, BZS271
FN10 – ACN30, BRN29, BN28, BZN276 (new livery)
FN12 – ACN36, BRN35, BN23, BZS274
FN15 – ACN45, BRN43, BN10, BZS273

ROLLINGSTOCK

FN18 – ACN54, BRN52, BN1, BZ266
FN19 – ACN57, BRN56, BN55, BZN275

Three car N 10 had been converted to HEP and had newly rebuilt BZN276 added by Wed.26.7.

Carriage BZS272 was at Newport for BZN conversion.

N SETS: Set N11 was outshopped from Newport workshops by Fri.21.7, after an overhaul and repaint in the new V/Line livery.

Z SETS: The present carriage roster allows only one Z set in V/Line service which operates on South Geelong services only. On Fri. 28.7, it was marshalled as ACZ262, BZ264, BZ265, ACZ259, ACZ263.

D VANS: The creation of FN sets has seen the use D vans decline. On Fri.28.7, no passenger trains had a D van attached. They are now only utilised on weekends, holidays and group travel requirements. During June, they saw a reprieve on the Shepparton services, where they were loaded with fresh fruit on weekends, for shipment to Footscray wholesale markets for Monday morning trading.

S TYPE: Only two S type carriages were in V/ Line use on Mon.10.7. They consisted of BS219 and BRS229, which were assembled in set Z62 as ACZ262, BS219, ACZ253, ACZ263. The following day, BS219 was removed from this set and replaced by BZ264.

BRS 223, was also on hire to West Coast Rail.

CLASSIC CARRIAGES: V/Line classic carriage fleet is to be all repainted in the 'Heritage Train' livery that has already been applied to dining car *Avoca.* The cars, *Norman, Murray* and *Club Car 1* will be painted at Seymour.

Norman car was forwarded to Seymour as trailing vehicle on the 16 30 pass. on Wed.12.7.

The 'Heritage' livery was first applied to ARHS carriage *Yarra* some years ago.

SPARES: With the withdrawal of the ACZ, BRS and BS type carriages, carriage availability of spare carriages for use at peak periods, V/Line will retain ACZ carriages and may retain four BS cars for future use.

On Sat.29.7, the spares pool comprised of two cars, ACZ253 and ACZ260.

Carriages ACZ251, ACZ254, ACZ256, ACZ258, BS214, BS215, BS216 and BS217 are presently in storage and may be returned to service in the future if traffic increases.

NEWPORT TRANSFER: On Mon.31.7, P11 hauled VMBP1 and FLH32 from Spencer Street to Newport Workshops. VMBP1 was going into storage, following a brief period on standard gauge and FLH32 was in need of HEP cable repairs.

LOCOMOTIVES

C505 was outshopped from Newport and returned to standard gauge in June.

N464 was outshopped after overhaul and repaint at Newport workshops by Wed.5.7.

S class locos S301, S307, S310 were frozen once again at Dynon on Fri.7.7. S306 and S313 had previously failed and were also withdrawn.

GN104: This loco entered service in Victoria as a shunter for the *Overland.* This loco's permanent roster sees it haul the carriages with CLP loco trailing from/to Spencer Street and South Dynon sheds.

NATIONAL RAIL: Further information on V/Line locos leased/sold to the NRC.

As from 1 July, all ten C class locomotives have gone into NRC's possession and are to be maintained in Adelaide.

G517, G518, G519, G522, G523 and G525 are on long term lease to the NRC and are to be maintained in Melbourne by the PTC.

G529, G535, G536 and G541 are on hire to the NRC for a short period.

Y151 is on hire to the NRC for a short period.

MISCELLANEOUS

On Thurs. 1.6, the rail tractors at Dimboola and Horsham were converted to standard gauge operation by Bendigo gangs.

X33 has been outshopped in V/Line Freight livery. It is seen operating a broad gauge plant train near Buangor on Sun.10.9.95 *Graham Withers*

PRESERVATION

News from the preservation scene

THE CENTRAL HIGHLANDS TOURIST RAILWAY

In March this year the CHTR was fortunate to receive a grant of $39 000 from the PTC to assist in the purchase of sleepers. Work then commenced in earnest to prepare the site for the employment of contractors to undertake the majority of re-sleepering prior to winter. This task would have taken CHTR volunteers at least 18 months so the use of contractors was a wise move. Even so the volunteer track gang removed over 800 sleepers by hand and transported about 400 sleepers on the trolley during April, a marvellous effort by a gang that averaged six members.

The contractors replaced 1243 sleepers, 203 of these in prefabricated panels in the cutting at the 71 mile post. As this cutting had become a bog over the 17 years since line closure, all rail and sleepers had to be removed and the bed graded and drains cleared before a new road bed could be laid and the track replaced. Unfortunately this year's winter rains made it impossible to get heavy machinery into the work site so a 250 metre gap remains until the weather clears and the surface becomes workable.

The rain, over 300 mm in the last three months, has meant that the contractors did not achieve all that was planned and the track gang is now undertaking the task of dogging all the sleepers and will soon begin the replacement of some badly worn 60 lb rail. Before the gap is filled the rail will be bumped uphill to close some of the wide joints because if this was not done it would be likely that bolts or whole fishplates could be broken. On completion of this task the line will be ballasted, recanted and tamped by using a hired PTC tamping machine.

So far the CHTR has expended $35 000 of its own funds on the project, $17 500 of which was contractor's fees and $7500 for a load of sleepers, the cost of which was not covered by the PTC grant. It has been necessary to purchase these sleepers as the tamping machine will no doubt break many and it is hoped that as long as fine weather is forthcoming during the next four months, the Bullarto section should be available for traffic in January 1996.

Above: On Sat.16.9.95, Geelong Steam Preservation Society celebrated its 25th anniversary. M6-V1209 arrive at the recently upgraded Drysdale station with the 'Anniversary Special'

Middle: Ex-TGR M6, ex-WAGR V1209 and ex-Cement Works No.6 pose for photographers at Drysdale station *Both photos Lindsay Bamford*

Below: Motive power from two systems combines to lift from Queenscliff the first special for the day, an eight-car train consisting mainly of ex-TGR rollingstock *Graham Withers*

Ararat yard looking east from the down end in April 1994. Although much of the yard has been removed, several roads remain. The passenger train, truncated to Ararat waits in No.3 road

Ararat yard looking westward from the up end in April 1994. 'A' box which controlled all the interlockings for the junction and yard is seen adjacent to the signal bridge

ARARAT

PRE AND POST STANDARDISATION

A little over a year separates the photographs on this page. The top two photographs were taken during April 1994 when Ararat was a broad gauge junction station and the lower photo was taken on Fri.18.8.95, post standardisation.

Prior to standardisation, the lines to Maroona and Maryborough joined the mainline from Ballarat and the interlockings were controlled from 'A' box at the east end of the yard. In earlier years, Ararat boasted a large yard, loco depot and two signalboxes. The station buildings housed a refreshment room as well as a train control room from which the train controller co-ordinated activities on the lines from Ararat to Portland and Ararat to Serviceton and branches.

Today, Ararat is a staff-locked siding in the Maroona - Pyrenees Loop section and the only train scheduled to stop is the *Overland* which pauses in each direction on its overnight journey between Melbourne and Adelaide. A run around loop will be added when the line to Maryborough and Dunolly is converted to standard gauge.

A view taken from almost the same location following the opening of the standard gauge in May 1995. Although 'A' box still stands, all interlockings have been removed and all the signals abolished. Fri.18.8.95

All photos courtesy of 'The Dynamic Duo'

OPERATIONS

An overview of recent sightings and observations

SOUTH WEST — Geelong - Warrnambool - Cressy - Mt Gambier - Portland - Ararat

GHERINGHAP: September issue detailed the timetable for goods traffic through Gheringhap. Set out hereunder are details of recorded trains over a seven day period:

Mon.7.8:

G-X-22 wagons (up Mildura empty oil/goods) (9140) at 00 21.
G529-21 wagons (9791) at 00 37.
G533-25 wagons (9752) at 00 40.
CLP9, up *Overland,* at 06 13.
BL26-703-35 wagons (9722) at 07 58.
2 x Sprinters (8105) at 08 51.
BL30-C501-53 wagons (9723) at 12 54.
G512-13 wagons (down Mildura oil/goods) (9139) at 13 59.
G533-16 wagons (9781) at 15 16.
G-20 wagons (9782) at 15 22.
Sprinter (8134) at 16 41.
2 x Sprinters (8125) at 18 10.
BL29-C502-42 wagons (9701) at 19 05.
C509-C508-49 wagons (9724) at 19 10.
G511-S311 (WCR)-20 wagons (down Mildura goods) (9151) at 21 17.
G532-G513-28 wagons (up Mildura goods) (9152) at 21 34.
CLP9, down *Overland,* at 22 12.

Tues.8.8:

G542-20 wagons (9791) at 00 28.
G529-20 wagons (9792) at 00 45.
BL26-703-34 wagons (9711) at 01 42.
G540-T374-T388-32 wagons (9140) at 05 17.
CLP14, up *Overland,* at 06 19.
BL31-27 wagons (9712) at 08 22.
C507-DL40-53 wagons (9702) at 09 36.
G533-15 wagons (9782) at 10 56.
C509-C508-31 wagons (including railcars 3131 and 3132) (9723) at 13 19.
G521-9 wagons (9139) at 13 30.
BL28-BL35-38 wagons (9722) at 13 54.
G529-20 wagons (9781) at 14 32.
Sprinter (8134) at 16 44.
BL31-32 wagons (9721) at 17 00.
BL32-C504-42 wagons (9724) at 17 05.
2 x Sprinters (8125) at 18 18.

On Sat.2.9.95 the 18 35 down Warrnambool passenger train was derailed just after leaving Werribee. This photo shows re-railing in progress the following day. Sun.3.9.95 *Ian Green*

C507-DL40-47 wagons (9701) at 21 27.
G511-G528-25 wagons (9152) at 21 47.
CLP14, down *Overland,* at 22 07.

Wed.9.8:

G542-21 wagons at 01 15.
G533-22 wagons (9791) at 01 22.
BL35-BL28-34 wagons (9711) at 02 57.
G-G-21 wagons (9140) at 04 02.
BL30-C501-41 wagons (9712) at 05 10.
CLP9, up *Overland,* at 06 44.
2x Sprinters (8105) at 08 49.
C502-BL29-43 wagons (9702) at 08 50.
G529-14 wagons (9782) at 10 33.
BL30-C501-52 wagons (9723) at 12 57.
G512-31 wagons (9139) at 13 11.
BL26-C506-32 wagons (9722) at 13 34.
G539-20 wagons (9781) at 14 19.
BL29-C502-35 wagons (9721) at 16 18.
2 x Sprinters (8134) at 16 41.
2 x Sprinters (8125) at 18 11.
C504-BL32-42 wagons (9701) at 18 59.
BL26-C506-34 wagons (9711) at 21 24.
Down Mildura goods (9151) at 21 25.
C510-BL33-34 wagons (9724) at 22 15.
CLP9, down *Overland,* at 22 34.

Thurs.10.8:

G529-20 wagons (9791) at 00 46.
G533-20 wagons (9792) at 00 43.
C508-C509-46 wagons (9712) at 03 52.
G521-32 wagons (9140) at 05 15.
CLP13, up *Overland,* at 06 21.
BL31-C501-43 wagons (9702) at 08 26.
2 x Sprinters (8105) at 08 58.
G539-8 wagons (9782) at 10 12.
C507-DL40-40 wagons (9722) at 11 29.
C508-C510-45 wagons (9723) at 13 19.
G532-9 wagons (9139) at 13 33.
G533-24 wagons (9781) at 14 43.
Sprinter (8134) at 16 40.
BL35-BL28-28 wagons (9724) at 17 05.
C501-BL31-34 wagons (9721) at 17 12.
2 x Sprinters (8125) at 18 11.
BL33-C509-50 wagons (9701) at 19 26.
G514-X44-11 wagons (9151) at 20 24.
C507-DL40-46 wagons (9711) at 21 09.
CLP13, down *Overland,* at 22 29.
G511-G540-T413-37 wagons (9152) at 22 40.

Fri.11.8:

G529-20 wagons (9792) at 00 43.
G539-24 wagons (9791) at 00 50.

OPERATIONS

BL30-GM34-34 wagons (9712) at 03 58.
Up Mildura oil/goods (9140) at 04 15.
CLP17, up *Overland,* at 06 17.
BL29-C502-42 wagons (9702) at 07 30.
2 x Sprinters (8105) at 08 52.
G533-20 wagons (9782) at 10 25.
BL35-BL28-35 wagons (9723) at 13 45.
G540-11 wagons (9139) at 14 04.
BL32-BL26-40 wagons (9722) at 14 30.
G529-21 wagons (9781) at 15 06.
2 x Sprinters (8134) at 16 40.
BL34-C503-39 wagons (9724) at 17 20.
BL30-GM34-33 wagons (9721) at 17 24.
2 x Sprinters (8125) at 18 12.
BL29-C502-48 wagons (9701) at 19 08.
2 x Sprinters (8142) at 19 58.
G512-27 wagons (9151) at 20 08.
G-X-21 wagons (9152) at 21 06.
CLP17, down *Overland,* at 22 00.

Sat.12.8:

G530-G533-21 wagons (9751) at 01 12.
G537-G539-20 wagons (9792) at 01 23.
BL34-BL26-BL32-45 wagons (9711) at 02 31.
C510-C508-33 wagons (9712) at 04 53.
CLP14, up *Overland,* at 06 30.
BL31-C501-42 wagons (9702) at 08 36.
8105, down pass., hauled by N class, at 09 26.
BL33-C507-30 wagons (9722) at 13 05.
C508-C510-43 wagons (9723) at 13 08.
C504-42 wagons (9721) at 16 34.
C501-BL31-44 wagons (9701) at 18 33.
CLP14, down *Overland,* at 22 07.
BL33-C507-31 wagons (9711) at 23 17.

Sun.13.8:

BL30-C504-33 wagons (9712) at 02 56.
CLP13, up *Overland,* at 06 27.
C509-C502-39 wagons (9702) at 07 46.
BL32-BL35-52 wagons (9724) at 16 59.
BL30-C504-35 wagons (9711) at 21 24.
CLP13, down *Overland,* at 22 33.

Apart from the recording of DL40 in the above list, this loco came east as a trailing unit on Tues.1.8, Thurs. 3.8 and Sat.8.8 on 9722, returning on 9711. DL50 arrived on 9724 on Fri.4.8 and returned on 9723 the following day.

NORTH –
Bendigo - Swan Hill - Echuca

BENDIGO:

Loco depot visits:

Sun.23.7: A77, N455, N474, P14, X32, Y138.
Sun.30.7: A60, N453, N460, P14, X42, Y138.
Sun.6.8: A85, N461, N472, P12, X34, Y138.
Sun.13.8: A71, N459, N469, P17, X43, Y138.
Sun.20.8: A85, N458, N464, T371, X44, Y138.

Melbourne - Deniliquin goods (9083):

Thurs.20.7: N464-X37-P15-26 wagons arrived 04 40.
Sat.22.7: N455-A77-X32-P14-21 wagons arrived 08 16.
Sat.29.7: N453-A60-X42-P14-35 wagons arrived 08 03.
Sat.5.8: N472-A85-X34-P12-38 wagons arrived 08 15.
Fri.11.8: N458-A81-A85-X37-P14-47 wagons arrived 00 39.
Sat.12.8: N469-A71-X43-P17-Y157-31 wagons arrived 08 11.
Sat.19.8: N464-X44-A85-T371-48 wagons arrived 08 17.

Deniliquin - Melbourne goods (9084):

Thurs.20.7: N461-X37-P15-37 wagons departed 20 40.
Fri.21.7: N467-X33-P19-H4-50 wagons departed 19 36.
Mon.24.7: N458-A77-X32-P14-26 wagons departed 19 22.
Tues.25.7: N458-X44-T400-27 wagons departed 19 26.
Wed.26.7: N466-N459-A77-X37-P22-40 wagons departed 20 00.
Thurs.27.7: N473-X32-T371-25 wagons departed 19 22.
Fri.28.7: N453-A77-X44-P19-28 wagons departed 19 49.
Mon.31.7: N461-A66-X42-P14-28 wagons departed 19 21.
Tues.1.8: N454-X34-T371-26 wagons departed 19 21.
Wed.2.8: N454-A85-X44-P11-31 wagons departed 19 22.
Thurs.3.8: N470-X43-P13-H2-46 wagons departed 20 19.
Fri.4.8: N472-A66-X44-P18-32 wagons departed 19 24.
Mon.7.8: N455-X34-T371-P12-37 wagons departed 19 39.
Tues.8.8: N462-X33-P14-31 wagons departed 19 44.
Wed.9.8: N465-A85-X34-P21-43 wagons departed 19 51.
Thurs.10.8: N463-X32-X33-47 wagons departed 19 53.

DA5-843 depart Pinnaroo for Tailem Bend hauling a rake of empty V/Line grain wagons. Tues.15.8.95 *Darren Wood*

OPERATIONS

G537 hauls 9797 Dimboola - Yaapeet empty grain train between Jeparit and Ellam. This is believed to be the first standard gauge freight on the Yaapeet line. Mon.14.8.95 *Darren Wood*

Fri.11.8: N469-A85-X37-P14-Y138-31 wagons departed 19 33.
Mon.14.8: N460-A71-X43-P11-P17-49 wagons departed 19 23.
Tues.15.8: N468-X44-P22-32 wagons departed 19 22.
Wed.16.8: N456-A71-X32-P14-32 wagons departed 19 50.
Thurs.17.8: N474-X43-P11-30 wagons departed 19 25.
Fri.18.8: N464-X34-X38-37 wagons departed 19 30.
Mon.21.8: N461-A85-X44-T371-37 wagons departed 19 37.

Swan Hill - Melbourne goods (9080):
Thurs.20.7: X32-X31-18 wagons departed 21 25.
Tues.25.7: A79-H2-18 wagons departed 20 39.
Thurs.27.7: A85-8 wagons departed 20 17.
Tues.1.8: A60-H2-6 wagons departed 19 57.
Thurs.3.8: A77-19 wagons departed 21 10.
Tues.8.8: A77-H4-12 wagons departed 21 00.
Thurs.10.8: A77-X53-15 wagons departed 20 39.
Thurs.17.8: X53-P11-22 wagons departed 21 33.

Other recordings:
Thurs.20.7: G513-5xVHGF (9184) arrived 15 50.
Mon.24.7: A79-H2-12 wagons (9079) arrived 22 00.
Wed.26.7: A85-7 wagons (9079) arrived 22 02.
Tues.1.8: T400-3 Hitachi cars (9017) arrived 07 15.
T400-6 Hitachi cars (9018) departed 09 49.
G528-24xVHGF (9188) departed 18 46.
Mon.7.8: A77-H4-18 wagons (9079) arrived 22 53.
Wed.16.8: X53-H4-22 wagons (9079) arrived 23 00.
Mon.21.8: A77-T382-30 wagons (9079) arrived 22 47.

LINK TOURS: Link Tours operated to Gisborne on Thurs.29.6, with T364, T356, and the *Moorabool* and *Norman* carriages. On the return trip, the generator on the *Norman* car seized and will need a total rebuild. The *Moorabool* car operated in a pale blue undercoat, as this car is being repainted blue and gold by its caretakers — Steamrail.

SCHOOL HOLIDAYS

It has been accepted practice for some railcar services to be substituted by loco hauled trains to accommodate increased loadings during holiday periods. The 08 35 Spencer Street - Bendigo Sprinter service introduced last January, had to be replaced by N sets due to the absence of adequate luggage space. This well patronized service which attracts long distance travellers generally armed with large cases, has advertised bus connections on specified days: Woodend - Daylesford, Castlemaine - Maldon; Bendigo - Adelaide, Mildura, Robinvale/Euston, Donald, Moama, Shepparton/Albury. The corresponding 11 20 up is also loco hauled.

On Wed. 12.7, the four car N set had an ACN and ACZ which meant there were two first class cars on a train advertised for only economy travel. There were no announcements about changed operational arrangements and extended running times. Even pending station arrivals were mostly inaudible over the crackly PA. A crowd of locals boarded at Castlemaine to shop in Bendigo. After walking from one end of the train to the other searching for economy seats, they were finally allowed to overflow into the near empty first class cars which were later affixed with labels indicating availability for economy class travel. The Sprinter schedule is 15 minutes less than for the loco hauled trains. N464 and crew performed well, bettering its schedule by four minutes.

The leading Sprinter 7009 on the 15 20 up service had an almost out of sight small penned note on the toilet door advising it was out of order — please use toilet in other Sprinter. This was a reminder of a VR printed notice 1798 in toiletless AEC railmotors which warned the unwary 'The conveniences provided in corridor cars cannot be given in this railmotor. Passengers desiring the Car to be delayed at stations should make a request to the motorman.'

Sixty years later in these times of the PTC's professed objective of 'Changing from a system to a Service' a brief announcement over the PA would have saved those seeking relief having the trek up to the front of the train to find out there wasn't any.

A veiled mother with a small child with an urgent need, looked through the glassed end communication door and decided it would be too hazardous for them to cross the open gangway between lurching Sprinters hurtling along at 125 km/h. After she protested to the driver, the conductor who was summoned by radio advised her to wait until the train reached Castlemaine, some 25 minutes away. On arriving there, the 14 10 down Sprinter, already 11 late, was being held at a signal waiting for the up to clear the station due to only one platform being in use.

ECHUCA SIGHTINGS

Thurs.3.8 was a fairly typical day of rail activity at Echuca:

P11 stabled.
H2-12 x VQRF departed at 05 28 (three containers on each VQRF).
9068, X43-12 x VHGF, arrived 11 20.
9375/6 P13.
9084, H2-9 x VZT/SX-18 x VQRF, arrived 17 00.

ECHUCA - SHEPPARTON GOODS

V/Line Freight has been hauling rice from Tocumwal to Echuca using the Toolamba to Echuca line which has not seen regular freight traffic for some years. Train Nos. 9376/9375 have been scheduled to run daily from Echuca to Shepparton and return but are expected to cease running by the end of September.

Above: T371 has completed its run around at Toolamba and takes the mainline for Shepparton with 9376 goods from Echuca. Tues.12.9.95

Below: P11 has just departed Shepparton with 9375 loaded grain and is seen crossing the Broken River at 10 55 on Fri.8.9.95

Both photos Gavin McLaughlan

Above: T371 departs Echuca with 9376 empty grain at sunrise on Tues.12.9.95 *Gavin McLaughlan*
Middle: On Thurs.31.8.95, eight wagon loads of superphosphate were conveyed to Kyabram by 9375 Shepparton - Echuca freight. P11 is shunting A R Scoons siding at Kyabram on a very wet day *Stuart Turnbull*
Below: P11 arrives at the branch home signal at Toolamba with 9376 Echuca - Shepparton grain train and will soon run around its train before departing for Shepparton. Fri.8.9.95 *Gavin McLaughlan*

MAIL VAN

A selection of the month's Letters to the Editor

Mr Bob McMullen writes on the viability of tourist railways:

When the government entered on its programme of closing down parts of the state railway system and with the demise of steam, a number of railway enthusiasts endeavoured to retain some branches and promote the railway heritage. They formed groups with specific aims and recruited members, most of whom had memories of the great days of railways and the glory of steam.

They embarked, with enthusiasm, on the acquisition of the legal rights to sections of the railway and the collection of obsolete and surplus rollingstock, usually through the expenditure of limited funds. The rollingstock was generally in poor condition and required major overhaul to become serviceable, thus giving rise to the need for competent tradesmen to be part of the volunteer workers.

Finance and membership numbers became important to the continuing success of each group and in time the number of dedicated railway enthusiasts, who were prepared to become part of the activities, began to diminish because of age and other commitments. Competition developed in the drive for government grants and many years have now passed since those first enthusiastic moves were made to create tourist railways. It is now time for each society to assess progress and review the viability of its venture.

I am very much in favour of the various efforts to salvage our railway history and heritage, however, I shudder at the thought of the loss that could occur should any of these efforts become derelict rusting monuments to failed endeavour.

We are faced with a situation where there are many agencies competing for members and volunteers in all manner of ventures. Interests are changing and many very old established clubs and societies have been finding it difficult to survive and have been forced to amalgamate with other clubs and relax their qualifications for membership in order to survive.

We can only survive by attracting members of the younger generation. Since they have no memories of the railways of yesteryear, we have to try to demonstrate that railways, their history and operation, is an absorbing pastime. The present members, officers and workers, no matter how enthusiastic, can not go on indefinitely. The pool from which members can be drawn is limited and will always remain so no matter how hard publicity tries to increase interest, because of the wide range of counter attractions.

I am in my 82nd year and in addition to my membership of the ARHS, I am a member of the Castlemaine & Maldon Railway Preservation Society. My father was for a period a driver stationed at Maldon, so with a railway background as well as being a retired mechanical engineer, I am most anxious to see some of the railway heritage maintained for posterity.

Being aware of the strain of maintaining membership and active enthusiastic support for the two groups of which I am a member has prompted me to write this letter. Although I applaud all the efforts being made to maintain parts of our once great railway system, I am forced to ask the question, Are there too many railway societies for the available and potential support? If the answer is yes, then with the present number, the possibility of any society, other than Puffing Billy, being really successful is limited. Our heritage is the broad gauge not the narrow gauges in operation in the Dandenongs and Bellarine Peninsula and they do not typify the Victorian system.

For reasons I am not aware of, examples exist where considerable sums of money have been spent on tourist railways and yet there is very little to show for it. The time will probably come, maybe soon, when the co-operation between societies will have to increase to the stage where they are actively helping each other by setting priorities and working together to achieve targets. Perhaps the societies could pair in a formal manner when they were conveniently located to each other.

Cruel though it may sound, there could be a need to sacrifice some strongly-held aims or even overcome personal pride for the overall good of the tourist railways and broad gauge heritage. Mergers may have to be considered as railway compounds filled with derelict-looking stock, neglected station buildings and surrounds present a very depressing picture, one that does not invite interest from the public or possible sponsors.

Ultimately, successful societies will have to depend almost solely on the paying tourist for financial support. Societies which have to depend on grants will have permanent hand-to-mouth existences. Income will have to be of such an amount that the society can maintain a core of paid staff. The magnitude of the work in maintaining the permanent way and rollingstock will be beyond the efforts of purely volunteer labour, even though membership and volunteers will continue to be essential for the health of the society.

Once a society has restored some rollingstock to running order and commenced operations on its line, it is morally bound to continue. Extra rollingstock must then be restored in order to cover breakdowns. To illustrate the magnitude of the task, a steam tourist railway running each weekend needs three locomotives and two train sets. One locomotive is running trains, one with a consist is on standby and the third is undergoing maintenance.

All of the rollingstock available to tourist railways is old or, in practical terms, well past its 'use-by date'. Major overhauls of equipment will become the order of the day, so fairly sophisticated workshops will have to be established and maintained. The cost of tendering out/contracting would be beyond the societies means so it is essential that as much work as possible be done within the confines of the societies' own workshops.

I urge readers not to view this as the idle chatter of an old man. The clear signs are already appearing in various railway society publications and need to be noted, taken seriously and acted upon. Do not forget the ARHS council's problems over quorums and the constant plea for workers.

The bottom line is that it may be in the best interest of tourist railways in general that rationalisation take place and one or two closures occur.

Mr McMullen, a man of considerable railway experience, has had a long association with the Castlemaine & Maldon Railway Preservation Society. He presents a valid opinion.

WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

SYDENHAM STATION

Sydenham railway station has been refurbished to cater for the 1000 people who use it each day. The PTC's chief executive Mr Ian Dobbs, and Parliamentary Secretary to the Transport Minister, Mr Geoff Graige, officially opened the refurbished station recently.

The 100 year old station was renovated to retain its heritage. It will now be used as a bench-mark for the renovation of classic V/Line stations throughout the state. The renovations aimed to retain the old look and feel.

The Sydenham station was one of the first stops on the Bendigo line, opened in 1870.

Patronage of the station was increasing weekly and the line to Sydenham was planned to be electrified within the next five years.

COUNTRY SIDING

While many country sidings are continuing to be abolished, it was encouraging on Wed.26.7 to see sleeper renewals being undertaken on the former down line of the previous double track connection between Bridgewater yard and the Water Wheel Flour Mill, adjacent to the Loddon River.

Most of the old up track was removed several years ago and land encroached by new housing. The local rail tractor was in attendance. The northern siding at the mill has been abandoned resulting in only single line operations. Fresh bitumen road patching still covering tracks at the Eldon Street level crossing indicated that even the main line had not been used recently.

Three of the company's last century old wooden wagons still survive precariously at the end of the siding – one with its crushed framework and buffers embracing a large tree, the second concertinaed and the third falling to pieces. Various proposals to preserve these historic vehicles have not materialised over the past 35 years.

Construction of the down platform at Coburg is well advanced. A down Comeng set arrives in the platform at Coburg which will soon become the up platform. Sat.26.8.95. Below: Another view of the new platform construction at Coburg showing the two position semaphore signals for both tracks at the down end. Sat.26.8.95 *Both photos Ian Green*

— *The* —
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TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

INTERNET ACCESS

For those readers with access to the Internet, Mr Darren French, phone (03) 9459 4503, has produced a World Wide Web page for the ARHS (Victorian Division).

World Wide Web is one of the most popular parts of the Internet and Darren is quite happy to put information into the ARHS page.

For those with Internet access, the address of the ARHS page is: http://minyos.xx.rmit.edu.au/s934126/arhsvic.

Darren's Email address is: s934126 minyos.xx.rmit.edu.au.

It is suggested contact be made with Darren for further information.

BOOK REVIEW

Railway Electrification in Australia & New Zealand

By Geoffrey B Churchman. 164 pp A4. RRP $34.95. Published by IPL Books.

Reviewed by Don Potts

At last! a comprehensive new publication detailing electric railways in Australasia, all within the covers of a single volume, a welcome and valuable aid for those interested in this form of motive power.

Reasonings behind the adoption of electric traction are given as well as technical and historical information about the lines, locomotives and rollingstock. Photographs, most of professional standard and predominantly in colour, illustrate the text.

Like many other factors involving railway developments, internal and external politics resulted in some electrification schemes being given premature priority whilst others were delayed up to 82 years.

New Zealand's first was a short industrial line built in 1908 by the Westport-Stockton Coal Co. Rugged terrain with steep gradients and smoke nuisance in long tunnels influenced government projects and they began using electric locomotives in 1923, culminating in 1988 with the 412 km line between Palmerston North and Te Papa.

Maps are provided for the Australian systems but not new Zealand, a disadvantage for those not familiar with New Zealand's geography. I was not able to understand the rationale behind the 1979 re-numbering exercise, which ignored consecutive road numbers but instead re-numbered 79 EMUs between 2007 and 2877 and 22 new locomotives between 30007 and 30249.

High density population in Australia's larger cities made electrification desirable. While Melbourne beat Sydney by seven years, New South Wales achieved major 'firsts' by the following number of years:

- underground railway — 55.
- all-steel cars — 30.
- double-decker cars — 28.

Brisbane electrified successfully in 1979 with three-car sets utilising a narrow gauge version of the Australian Urban Passenger Train, sponsored by the Federal Government who questioned the wisdom of every state going to the expense of producing different designs.

Unlike Brisbane, who chose not to re-invent the wheel, Perth did so with disastrous results, suffering a severe vibration problem which delayed the start of services for seven months. Despite electric services greatly increasing patronage elsewhere, Perth underestimated this aspect and only ordered inadequate two-car sets. One large plus was the inclusion of video-cameras inside the cars to monitor passenger behaviour and intercoms to allow passengers to communicate with the driver.

While freight had been a secondary consideration in Victoria and New South Wales, Queensland chose to electrify rather than order new generation diesels to haul their massive coal tonnages.

Mention is also made of the SEC and privately operated electric railways, plus light rail and battery powered vehicles.

This book fills a void that has been long-standing in the electric railway scene.

CORRECTIONS

July, p.214: A85 and its train of gypsum is facing the up direction, therefore it has already arrived from Cowangie, run around, and is ready for departure from Ouyen.

AMPLIFICATION

Mr A C Hill has written regarding the article he submitted about the Railway Museum, appearing in the September issue:

'Following publication of my article on the development of the Railway Museum, it has been pointed out to me that it could be inferred that Eric Quinlan alone was responsible for the preservation of steam locomotive X36.

Certainly late in 1960 Eric arranged, unofficially on a couple of occasions, to have X36 moved back in the scrapping line. Then in December he started negotiations with the railways requesting preservation of several engines, pointing out the need to act on X36 immediately. He worked through Mr John Rossiter, Member of Parliament, and in mid-January 1961 was advised that X36 would be saved until 1 April to give him time to arrange its preservation.

However, while this was going on, Gerald Dee realised that the loco would be the first one to be cut up when Newport Workshops returned to work after the Christmas holidays. He made direct contact with Mr G F Brown, Deputy Chairman of Railway Commissioner, and asked for its preservation. As a result, Mr Brown immediately ordered it to be removed from the scrapping line.

When the ARHS approached the railways in February 1961 with our preservation proposal, this provided the answer everyone was looking for — a suitable body with which the railways could negotiate to arrange locomotive preservation.

Without Eric's efforts, and especially Gerald's direct intervention at a critical time, X36 would not have been preserved.'

ODD SPOT

John Kirk, a well-known South Australian photographer, struck the Trifecta recently when photographs he had taken of BL35, at the head of the *Across One Nation* freight train in June, appeared on the cover of the July issues of *Catchpoint, Railway Digest* and *Newsrail.*

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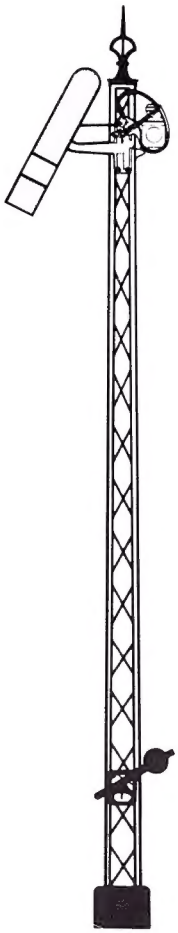

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